

# NAVAL POSTGRADUATE SCHOOL

## Monterey, California



## THESIS

**EVALUATION OF THE CMARC PANEL CODE  
SOFTWARE SUITE FOR THE DEVELOPMENT OF A UAV  
AERODYNAMIC MODEL**

by

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June, 1997

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DEVELOPMENT OF A UAV AERODYNAMIC MODEL**

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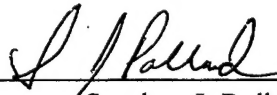
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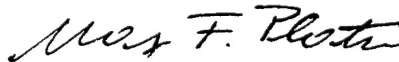
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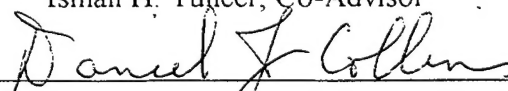
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## ABSTRACT

The CMARC panel code is evaluated to verify its accuracy and suitability for the development of an aerodynamic model of the Naval Postgraduate School (NPS) FROG Unmanned Air Vehicle (UAV). CMARC is a DOS personal computer based version of the NASA Panel Method Ames Research Center (PMARC) panel code. The core processing algorithms in CMARC are equivalent to PMARC. CMARC enhancements include improved memory management and command line functionality. Both panel codes solve for inviscid, incompressible flow over complex three-dimensional bodies using potential flow theory. Emphasis is first placed on verifying CMARC against the PMARC and NPS Unsteady Potential Flow (UPOT) panel codes. CMARC boundary layer calculations are then compared to experimental data for an inclined prolate spheroid. Finally, a complex three-dimensional panel model is developed for aerodynamic modeling of the FROG UAV. CMARC off-body flow field calculations are used to generate static-source and angle-of-attack vane position corrections. Position corrections are provided in look-up table and curve fit formats. Basic longitudinal and lateral-directional stability derivatives are also developed with CMARC data. CMARC derived stability derivatives are sufficiently accurate for incorporation into an initial aerodynamic model. Adjustments through analysis of flight test data may be required. Future CMARC studies should concentrate on the development of the damping and control power derivatives.



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## I. INTRODUCTION

### A. BACKGROUND

Computational fluid dynamics (CFD) is increasingly used as a design and analysis tool. As the price of computer hardware drops and computational power increases, CFD becomes more attractive to a larger audience. CFD tools range from the high end three-dimensional (3D) Navier-Stokes solvers for compressible, viscous fluids to potential flow solvers for incompressible, inviscid flows. This paper discusses the development of a DOS personal computer hosted panel code model for the Naval Postgraduate School (NPS) Fiber Optic Guided (FROG) Unmanned Air Vehicle (UAV) program.

The Personal Simulation Works software suite, consisting of LOFTSMAN, CMARC and POSTMARC, is used for all aspects of the study. The software provides for panel model development, input file processing and the visualization of results. Emphasis is placed on verifying both the accuracy and suitability of the CFD programs for aerodynamic modeling.

Until recently, personal computers (PC) did not have the computational power or memory to be practical for panel code CFD programs. Things have changed with the introduction of the Pentium class PC and low cost RAM. AeroLogic capitalized on the power of the Pentium class PC and developed Personal Simulation Works (PSW). PSW is centered around the 3D low order, inviscid potential flow solver named CMARC. CMARC is a re-hosted version of NASA's Panel Method Ames Research Code (PMARC). PMARC was re-written in the C language and compiled for IBM compatible PCs. CMARC runs under the DOS operating system. CMARC will also run in a DOS window under the WINDOWS 3.x, 95 or NT operating systems. CMARC has enhanced capabilities that include; improved memory management, an expanded set of command line switches and provisions for expanded boundary layer post-processing capabilities. However, the core processing algorithms remain the same as implemented in PMARC.

LOFTSMAN, the PSW pre-processing program, is used to mesh complex 3D bodies and create input file patches. The program runs under the DOS operating system and allows the user to loft conics based 3D surfaces. The program automatically creates CMARC, PMARC or VSAERO input patches based on desired panel densities and distribution.



POSTMARC is used for flow visualization and integration of resultant forces. It runs under the Windows 3.x, 95 and NT operating systems. POSTMARC reads CMARC or PMARC output files and provides for the visualization of model geometry, wake stepping, on and off-body streamlines and surface phenomena.

## **B. REQUIREMENTS**

The Naval Postgraduate School Aeronautics Department is integrating UAV hardware and software to demonstrate autonomous flight, trajectory tracking and automatic landing. A core requirement for flight control development is a valid aerodynamic truth model for the UAV airframe. The introduction of each new airframe requires the development of a new aerodynamic truth model. Most recently, Papageorgiou [Ref. 1] developed and tested an aerodynamic model for the NPS FROG UAV based on classical methods. His model produced a close match to flight test results in the longitudinal axis. However, the lateral-directional axis required modifications based on measured flight test data to produce acceptable results. With the availability of low cost panel code CFD capabilities, it is suggested that a panel code model of the FROG UAV is an alternative for estimating many of the stability derivatives required for an aerodynamic truth model.

Accurate pitot-static and angle-of-attack sensors are required for highly augmented flight control systems. CMARC is well suited for solving on-body static pressure distributions and off-body flow velocities over the predominately attached flow fields of fuselage fore bodies. This proves particularly useful for generating pitot static and angle of attack correction curves and look-up tables.

## **C. STATEMENT OF OBJECTIVES**

The Naval Postgraduate School Aeronautics Department has both active CFD research and avionics development programs. The primary purpose of this investigation is to verify the accuracy and suitability of the PSW software suite while developing a panel code model for the NPS FROG UAV program. Specific objectives are as follows:

- Demonstrate panel code modeling, processing and visualization on a Pentium PC using the PSW software package.

- Verify CMARC results against PMARC.
- Investigate the CMARC integral boundary layer calculations through comparison to validated 2D CFD codes and 3D experimental data.
- Develop and analyze a panel code model for the NPS FROG UAV using PSW to estimate basic stability derivatives and produce angle-of-attack vane and pitot-static correction curves.
- Compare relative speed of CMARC hosted on 150 MHz Pentium personal computer to PMARC hosted on a Silicon Graphics Indigo<sup>2</sup> workstation.



## **II. OVERVIEW OF PERSONAL SIMULATION WORKS**

### **A. GENERAL**

Personal Simulation Works is a PC based software suite that provides for the three primary CFD requirements; 3D modeling of an aircraft (LOFTSMAN), panel code flow solver (CMARC), and post-processing of the computed flow field (POSTMARC). The software package contains three applications hosted on the IBM compatible personal computer. Each software program is discussed separately.

### **B. LOFTSMAN**

LOFTSMAN is a 3D modeling tool that generates surface panel distributions for CMARC or PMARC input files. The program is based on conics, which allows rapid lofting of streamlined bodies such as aircraft fuselages and engine nacelles. In addition, wing and control surfaces can be designed with the extensive library of airfoil templates or with user specified coordinates. The software is well documented, including a tutorial, in the Personal Simulation Works User Guide [Ref. 2]. LOFTSMAN is primarily designed for creating new objects, but an existing airframe can be matched quite closely with just a detailed three-view drawing that includes frame cross sections.

#### **1. Streamlined Bodies**

LOFTSMAN functionality is divided into Body Objects and Wing Objects. In general, they remain separate unless the intersection between a wing and body is required.

Body Objects are created using a family of curves called second-degree conics. Circles, ellipses, parabolas and hyperbolas are among this group. An entire fuselage is described by specifying just four lines. These are the top waterline (TW), bottom waterline (BW), the maximum breadth line (MB) and the waterline of the maximum breadth line (WW). For each line, the beginning, ending and a few points along the line are specified. Control points are also specified with a curvature factor that allows LOFTSMAN to generate a smooth conic between the points. The power of conic lofting will become evident when discussing the modeling of the complex FROG UAV fuselage in Chapter V.

## **2. Wings and Control Surfaces**

Wings and control surfaces are easily specified in LOFTSMAN using a short input file created with any text editor. The file specifies root, intermediate and tip rib section, location, axis, chord and incidence. LOFTSMAN then fairs a smooth surface through the rib sections. Washout is specified by varying the incidence of the root and tip ribs. Sweep-back is controlled by staggering the tip rib location with respect to the root rib. Once the general wing surface is specified, control surfaces such as ailerons, flaps and elevators can be deflected and meshed.

## **3. Patches**

LOFTSMAN automatically meshes 3D surfaces and creates patches for CMARC/PMARC input files. The distinction between a mesh and a patch is important. A mesh is a set of quadrilateral and triangular panels that represent the surface of a wing or body. When the set of panels is organized and formatted to create a sub-component portion of a CMARC or PMARC input file, it is called a patch.

A body or wing surface is first meshed at a density specified by the user. Cosine and half-cosine spacing are among the compression options. After meshing the object, one saves it to a text file as a formatted patch. One then opens the patch file with any text editor and copies/pastes the patch text into the appropriate location in the CMARC input file.

Each control surface deflection requires a separate mesh and formatted patch. For instance, to evaluate roll performance one needs to separately mesh an upward aileron deflection on the right wing and a downward deflection on the left wing. If multiple deflections of a single control surface are required, each deflection must be meshed separately.

## **C. CMARC**

CMARC is the C version of the Panel Method NASA Ames Research Center (PMARC) low order, 3D panel code. Inviscid, irrotational, incompressible, potential flow is assumed. Low order means that source and doublet strength distribution is constant across a panel. There is no attempt to match the source or doublet strength of an adjacent

panel at a common edge. Advanced features include internal flow modeling and time stepping wake models.

PMARC version 12.19 was released as FORTRAN 77 source code in 1992. CMARC was rewritten in the C language and compiled for hosting on IBM compatible personal computers by AeroLogic, Inc. The program runs under the DOS operating system. It will also run in a DOS window from Windows 3.1, 95 or NT. Enhanced features include command line options and flexible memory management. Command line options simplify batch processing by adding an extensive set of switches that can be set external to the CMARC input file. Flexible memory management provides for the automatic sizing of arrays without having to recompile the source code.

#### **D. POSTMARC**

POSTMARC is a Windows post-processing program for the visualization of CMARC and PMARC output files. Capabilities include body geometry, wake stepping, surface pressure and streamline visualization. POSTMARC also provides the capability to integrate pressure and skin friction forces over the model geometry. This proves particularly useful when one desires to recalculate loads around a different center of gravity.

An interesting feature for design work integrates panel surface area to obtain total wetted area. After lofting a new geometry in LOFTSMAN, a quick check of geometry is made by running CMARC with the -g command line toggle. The total wetted area is then checked in POSTMARC. This function is particularly useful when working to reduce skin friction drag.

Versions 1.17.3 and later of POSTMARC include the capability to integrate skin friction drag coefficient over the model geometry. It is important to note that a key piece of the drag equation is missing from a POSTMARC solution. CMARC provides induced drag from the surface pressure distribution and skin friction drag from the 2D boundary layer code. Skin friction is only calculated up to the point of boundary layer separation. Pressure drag due to separation, a major portion of the drag equation, is missing from a CMARC/POSTMARC solution.

In fact, if one isn't careful, POSTMARC drag calculations can be misleading. Take for instance two similar model configurations with only minor geometry differences that do not affect wetted area. It is possible for the model with more flow separation to

have less skin friction drag because there is no CMARC output for skin friction coefficient after the boundary layer code predicts separation. During iterative design work, this could lead to the incorrect conclusion that the design team is reducing overall drag. Perhaps a better function for LOFTSMAN than integrated skin friction drag would be a function that predicts the percentage of attached flow and laminar flow. Iterative design changes could be made that maximize laminar flow and minimize separated flow.

### III. CMARC PANEL CODE THEORY

#### A. POTENTIAL FLOW PANEL CODE THEORY (CMARC/PMARC)

Potential flow theory involves the superposition of sources and doublets to generate the desired flow field around a 3D body. It assumes inviscid, irrotational and incompressible flow. As such, valid solutions are only obtained at low Mach numbers and for flow fields without large areas of separation.

The basic concept of panel methods, as outlined by Bertin and Smith [Ref. 3], requires the modeling of the desired 3D configuration with a large number of quadrilateral and triangular panels representing the surface of the aircraft. A series of sources, doublets and vortices is then distributed on each panel. Superposition allows the simultaneous computation of the singularity strengths required to satisfy flow tangency on the surface. The inviscid, irrotational and incompressible flow field represented by the superposition of sources and doublets satisfies the Laplace equation:

$$\nabla^2 \Phi = 0 \quad 3.1$$

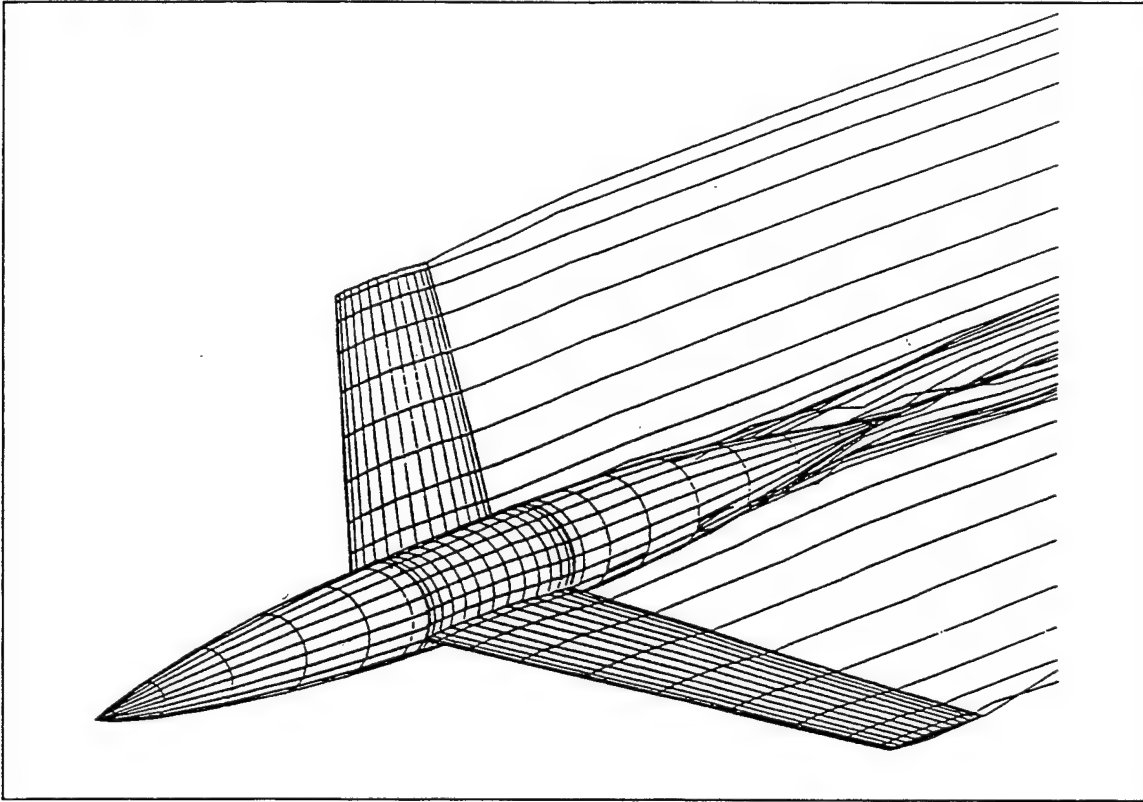
Using Green's Theorem, the potential at any point P in the flow is represented by:

$$\Phi_P = \frac{1}{4\pi} \iint_{S+W} (\Phi - \Phi_i) \bar{n} \nabla \left( \frac{1}{r} \right) dS - \frac{1}{4\pi} \iint_{S+W} \left( \frac{1}{r} \right) \bar{n} \cdot (\nabla \Phi - \nabla \Phi_i) dS \quad 3.2$$

Where  $(\Phi - \Phi_i)$  represents the potential from the doublet distribution and  $\bar{n} \cdot (\nabla \Phi - \nabla \Phi_i)$  represents the potential from the source distributions.

CMARC is a low order panel code that assumes constant source and doublet strength distributions across each panel. Figure 3.1 shows a panel layout for a generic 3D wing fuselage configuration. It is important to note that for a 3D solution, there is an equivalence to surface doublet and surface vortex distributions. CMARC implements source and doublet distributions.





**Figure 3.1 Typical Wing-Body Panel Code Configuration, from Ref. [4].**

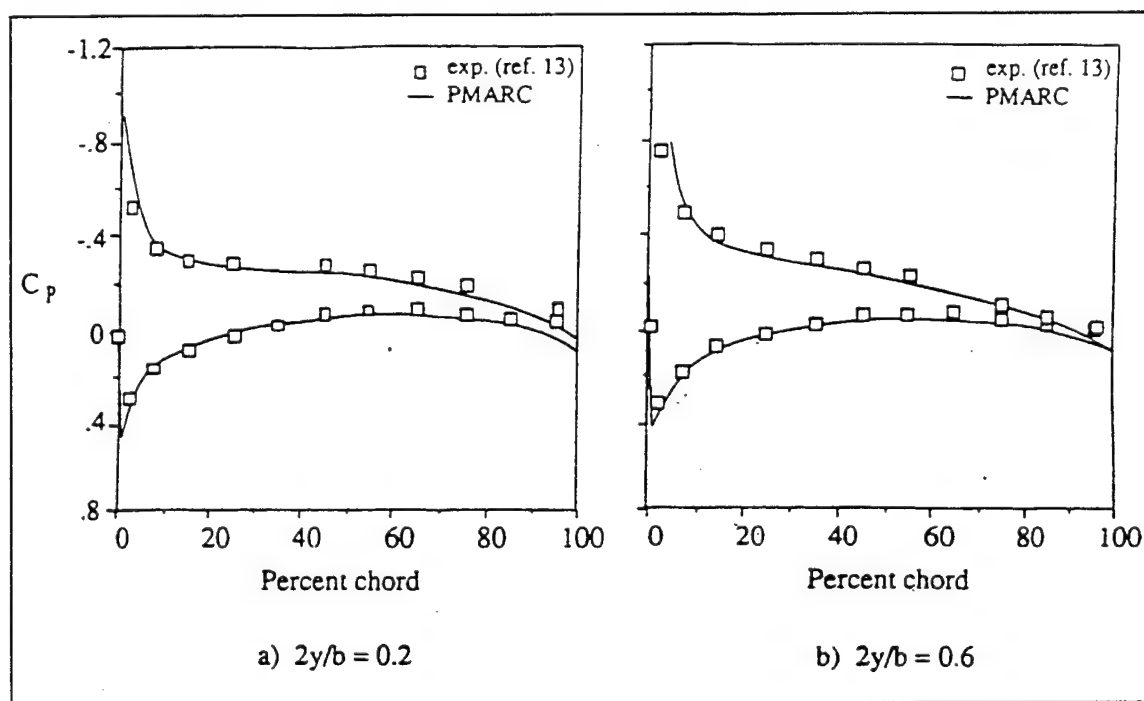
As mentioned previously, the general boundary condition imposed is tangential flow at the surface. CMARC, as outlined in Ref. [2], allows the modification of this boundary condition on individual panels or groups of panels. A normal surface velocity distribution may be specified to simulate flow into or out of ducts.

In order to produce lift, a potential flow panel code requires a method to implement the Kutta condition. As noted in Anderson [Ref. 5], the Kutta condition at the trailing edge implies that the circulation,  $\Gamma$ , around an airfoil is such that the flow exits the trailing edge smoothly. In addition, the velocities leaving the top and bottom surfaces are finite and equal in magnitude and direction.

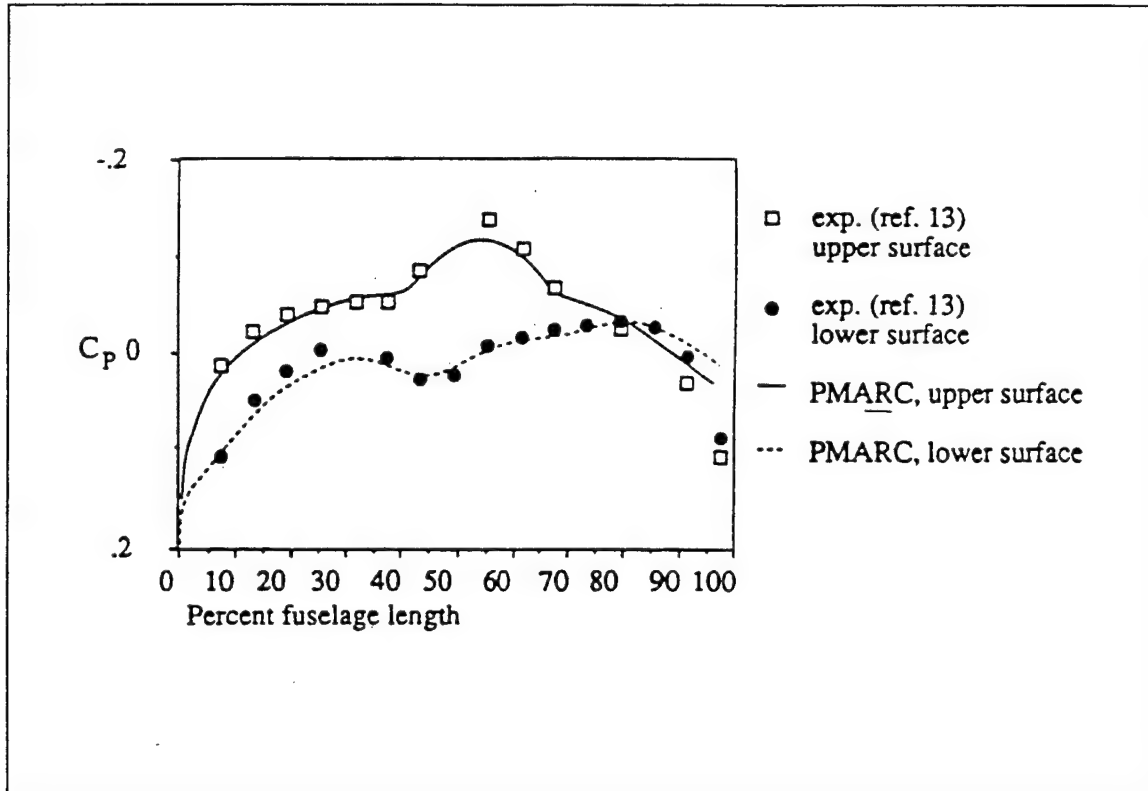
Panel codes impose the Kutta condition by the shedding of wake panels along the trailing edges or separation lines. Wake panels are similar to a surface panel with only a doublet distribution. The doublet strength of the attached wake panel equals the difference in doublet strengths of the two adjacent surface panels.

The CMARC core panel code processing engine is functionally equivalent to the PMARC panel code module. The implemented equations are well documented by Ashby et al. [Ref. 4]. The PMARC documentation includes a wing-body combination, shown in Figure 3.1, evaluated by PMARC with good correlation to experimental data. The results are shown in Figures 3.2 and 3.3. In addition, Lambert [Ref. 6] compared PMARC panel code results to several theoretical and experimental test cases with good correlation at low angle-of-attack. Sensitivity to wake placement is highlighted by his studies.

Wake positioning can have a large influence on potential flow solutions. A wake is obviously attached to the trailing edge of wings and control surfaces with sharp, thin trailing edges to produce the Kutta condition. However, wake positioning on streamlined fuselages, missile airframes and nacelles is more of an art than science. Recently, Tuncer and Platzer [Ref. 7] investigated generalized wake placement techniques for cylindrical bodies of revolution with good correlation to experimental data at up to 20 degrees angle-of-attack. The techniques are used in this study with success for the verification of CMARC calculations for flow over an inclined 6:1 prolate spheroid.



**Figure 3.2 Comparison of Experimental Data and PMARC Results for Two Spanwise Stations of the Wing/Body ( $\alpha = 4^\circ$ ), from Ref. [4].**



**Figure 3.3 Comparison of Experimental Data and PMARC Along the Fuselage Centerline of the Wing/Body Configuration ( $\alpha = 4^\circ$ ), from Ref. [4].**

## **B. CMARC BOUNDARY LAYER ANALYSIS THEORY**

CMARC and PMARC use the same two-dimensional integral method to calculate boundary layer characteristics along a surface streamline. A transition model automatically switches from laminar to turbulent calculations. The developers of the PMARC code chose a 2D integral routine over a 3D finite difference grid method due to speed and robustness of the calculations [Ref. 4]. Building a finite difference grid is a difficult and time consuming process requiring the user to develop grids over complex 3D surfaces. In addition, boundary layer calculation times can easily exceed that required for the basic potential flow solution. Reference [8] gives a good outline of three-dimensional finite difference methods.

The CMARC and PMARC User's Guides [Refs. 2 and 4] contain detailed discussions on the development of the CMARC/PMARC boundary layer code starting from the two-dimensional momentum equation:

$$\frac{d\theta}{d\eta} + (2 + H) \frac{\theta}{U} \frac{dU}{d\eta} = \frac{1}{2} C_f \quad 3.3$$

The momentum integral equation is numerically integrated along a surface streamline. The derivation leading to Equation 3.3 is developed in Appendix A for completeness.

The laminar region of the boundary layer is modeled by numerically integrating the following exact differential equation. The equation is solved iteratively through numerical integration along a streamline starting at a stagnation point [Ref. 4]:

$$\theta(\eta)^2 = \frac{0.45\nu}{U(\eta)^6} \int_0^\eta (1 + 2.222g(K, \mu)) U(\eta)^5 d\eta + \theta(0)^2 \left( \frac{U(0)}{U(\mu)} \right)^6 \quad 3.4$$

Where:  $U$  - velocity at outer edge of boundary layer  
 $\theta$  - momentum thickness  
 $K = \frac{\theta^2}{\nu} \frac{dU}{d\eta}$   
 $\eta$  - generalized coordinate along a streamline

The value  $g(K, \mu)$  is based on exact solutions for a number of pressure distributions. Initial work was conducted by Thwaites with improvements by Curle [Ref. 9]:

$$g(K, \mu) = F_0(K) - \mu G_0(K) - 0.45 + 6K \quad 3.5$$

CMARC uses an empirical transition model based on the average pressure gradient,  $\bar{K}$ , for predicting laminar to turbulent transition. The following relations are used to calculate the transition point [Ref. 4]:

$$\bar{K} = \frac{\int_{\eta_{ins}}^{\eta} K d\eta}{\eta - \eta_{ins}} \quad 3.6$$

Where  $\eta_{ins}$  is the streamline coordinate at instability. And, K is the local pressure gradient at boundary layer instability [Ref. 4]:

$$\begin{aligned} K &= -0.4709 + 0.11066 * \ln(\text{Re}_\theta) + 0.0058591 * \ln^2(\text{Re}_\theta) & (0 \leq \text{Re}_\theta \leq 650) \\ K &= 0.69412 - 0.23992 * \ln(\text{Re}_\theta) + 0.0205 * \ln^2(\text{Re}_\theta) & (650 < \text{Re}_\theta \leq 10000) \end{aligned} \quad 3.7$$

The local Reynolds number at transition is correlated to  $\bar{K}$  with the following expressions [Ref. 4]:

$$\begin{aligned} \bar{K} &= -0.0925 + 0.00007 * \text{Re}_\theta & (0 \leq \text{Re}_\theta \leq 750) \\ \bar{K} &= -0.12571 + 0.000114286 * \text{Re}_\theta & (750 < \text{Re}_\theta \leq 1100) \\ \bar{K} &= 1.59381 - 0.45543 * \ln(\text{Re}_\theta) + 0.032534 * \ln^2(\text{Re}_\theta) & (1100 < \text{Re}_\theta \leq 3000) \end{aligned} \quad 3.8$$

At transition, the initial turbulent shape factor,  $H$ , is given by the following empirical formula that is a fit to data developed by Coles [Ref. 9]:

$$H = \frac{1.4754}{\log_{10}(\text{Re}_\theta)} + 0.9698 \quad 3.9$$

Provisions are made to check for turbulent reattachment if laminar separation is encountered. At laminar separation, a point calculation is made to determine if the boundary layer will reattach. If reattachment is predicted, the boundary layer code immediately switches to turbulent calculations. No attempt is made to model the laminar separation bubble or provide a transition length. After laminar separation is predicted, the following empirical relations are used to determine if reattachment occurs [Ref. 4]:

$$\begin{aligned}
 K &= 0.0227 - 0.007575 * Re_{\theta} - 0.000001157 * Re_{\theta}^2 & (Re_{\theta} \geq 125) \\
 K &= -0.09 & (Re_{\theta} < 125)
 \end{aligned}
 \tag{3.10}$$

The boundary layer code in CMARC uses a point transition model. No attempt is made to model a more representative transition length. Turbulent calculations begin at transition using the Nash-Hicks model [Ref. 4]. Calculations continue along the streamline until turbulent separation is predicted or the end of the streamline is reached. No boundary layer data is available after separation.

The authors of PMARC caveat that their boundary layer calculations are quite accurate for predominately 2D flow but break down in regions of large cross flow near separation. This premise will be first tested by comparing predominately 2D flow over the inboard region of a high aspect ratio wing to the finite difference calculations performed by the Naval Postgraduate School Unsteady Potential Flow Code (UPOT). Then a comparison is made to experimental data for flow over an inclined prolate spheroid. The 6:1 prolate spheroid is chosen because of the availability of extensive experimental data. In addition, three-dimensional flow around the prolate spheroid is similar to flow around a streamlined slender fuselage.



## IV. CMARC VERIFICATION

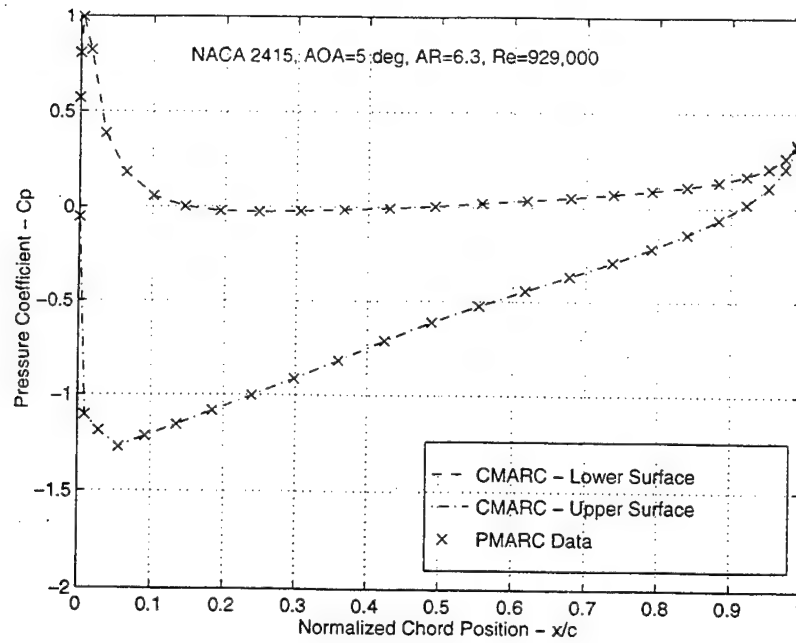
### A. VERIFICATION OF CMARC AGAINST PMARC

The first step in CMARC verification is comparison with NASA's PMARC panel code. CMARC is PMARC-12 rewritten in C from FORTRAN. Additionally, CMARC is compiled for hosting on an IBM compatible PC. Other than some added command line functionality and significant memory management improvements, the CMARC basic panel code and boundary layer routines are equivalent to PMARC and should produce the same results. However, due to the recent fielding of CMARC, the author felt it prudent to spot check the solutions to verify equivalency.

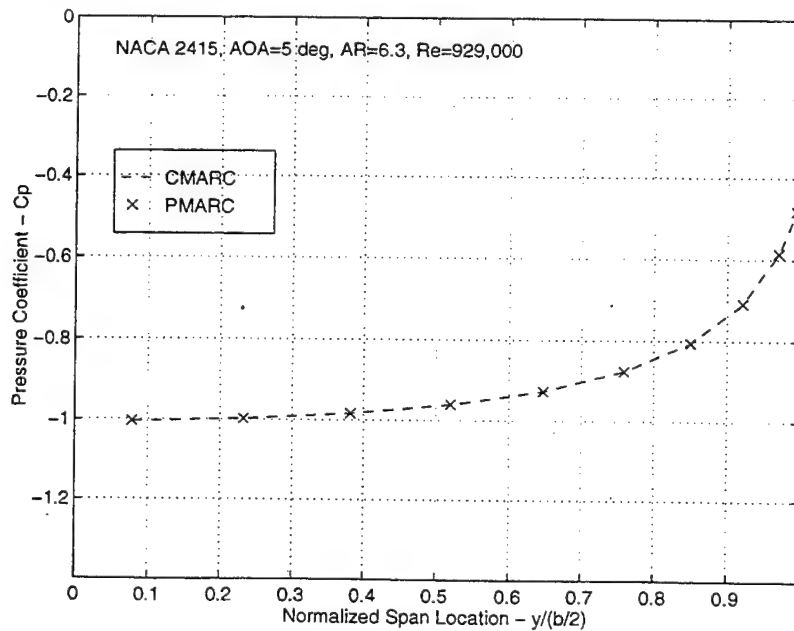
CMARC and PMARC were both fed an identical input file for a straight NACA 2415 wing with a 6.4 aspect ratio at 5 degrees angle of attack. The input file is listed in full in Appendix C. Figures 4.1 and 4.2 show CMARC and PMARC pressure coefficients cross-plotted for chordwise and spanwise wing stations respectively. The results overlay as an identical match. Figure 4.3 and 4.4 display the boundary layer calculations for skin friction coefficient and displacement thickness. Again the results overlay. Integrated forces and moment listings were also identical. From this, it is inferred that CMARC and PMARC produce equivalent results.

Although both programs produce equivalent results, it is worthy to note that there are occasionally small, insignificant differences in floating point calculations and rounding. Some results differ by a digit in the sixth decimal place. In addition, with identical input files, there can be a difference in convergence likelihood. Occasionally, PMARC failed to converge when CMARC did. Again, floating point differences are the most likely source of the disparity. Regardless, difference in the rates of convergence were slight and relatively transparent to the user. However, in all cases CMARC was better behaved with a higher likelihood of convergence. It is concluded that CMARC and PMARC results are interchangeable.

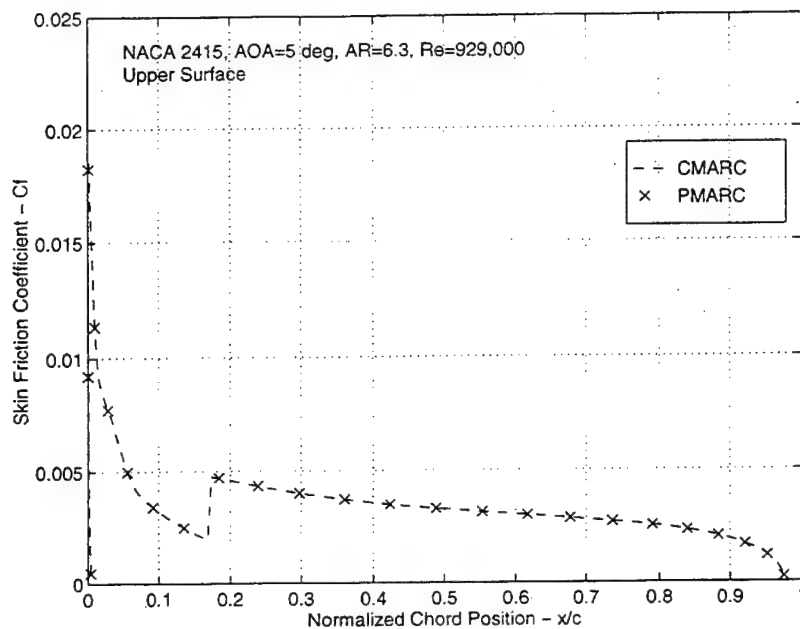




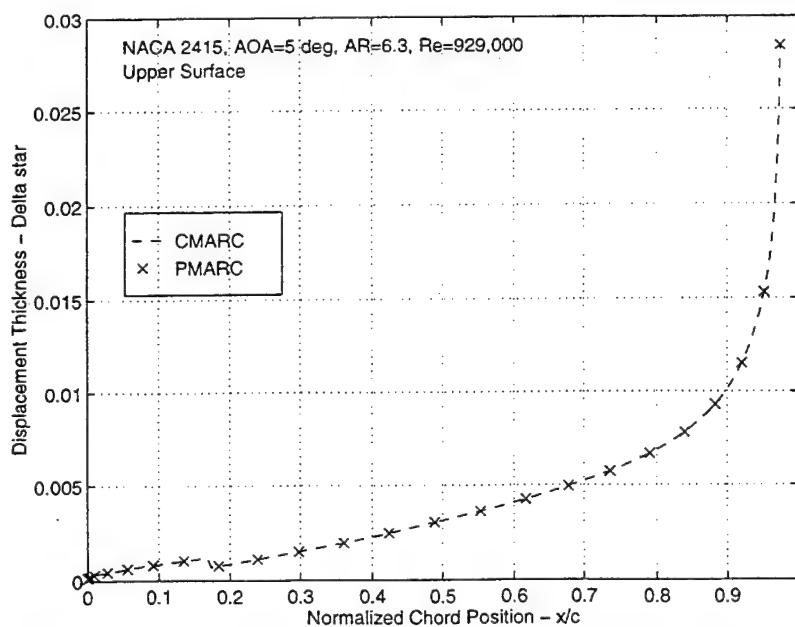
**Figure 4.1 Comparison of CMARC and PMARC Pressure Coefficients For a Chordwise Wing Station.**



**Figure 4.2 Comparison of CMARC and PMARC Pressure Coefficients For a Spanwise Wing Station.**



**Figure 4.3 Comparison of CMARC and PMARC Skin Friction Coefficient for an Upper Wing Surface Streamline.**



**Figure 4.4 Comparison of CMARC and PMARC Boundary Layer Displacement Thickness for an Upper Wing Surface Streamline.**

## B. COMPARISON OF CMARC AND PMARC PROCESSING TIMES

One of the primary metrics in determining suitability of a panel code hosted on an inexpensive PC is processing time. CMARC's processing speed should be within an order of magnitude of PMARC hosted on the NPS Aeronautics Department Silicon Graphics (SGI) workstations to be of much utility. To this end, processing times were compared for identical input models ranging from 200 to 1600 panels. Comparisons were performed between a 150 MHz/48 MB Pentium PC and two configurations of networked SGI Indigo<sup>2</sup> workstations. One workstation was the 150 MHz/64 MB Indigo<sup>2</sup> (Viper) running the IRIX 5.3 operating system and the other a 250 MHz/128 MB SGI Indigo<sup>2</sup> (Aurora) workstation running IRIX 6.2. With both workstations, file input/output is addressed through the network to the server.

Three versions of PMARC were tested. The first version, "pmarc12" located in the local/usr/bin, was compiled in FORTRAN to run on the older IRIX 5.3 operating system. The second version, "pmarc-inram," was compiled with Dynamic Linked Libraries (DLLs) to run on the new IRIX 6.2 operating system. These first two PMARC executable codes were compiled with the "in RAM" flag selected for matrix storage. This considerably reduced hard disk accessing time. PMARC either keeps all the matrices in RAM or all on the file server depending on whether the RAM flag is when compiled. Flexible memory management allows CMARC to fill available RAM and then automatically spill over to the hard drive. This reduces user memory management requirements.

A third version, "pmarc\_dll," was compiled with DLLs, but the matrix storage flag was inadvertently set to hard drive instead of RAM. Processing times were considerably longer with this option selected. It is not recommended unless the computer is RAM limited.

The input model used was a NACA 2415 finite wing with four time steps. The panel density was varied to obtain the desired panel count. Appendix D contains a representative input file.

The processing benchmarks showed that CMARC, hosted on a PC, is significantly faster than all three versions of PMARC hosted on the networked SGI workstations. Table 4.1 summarizes results for identical models ranging from 200 - 1600 panels.

Figure 4.5 is a plot of processing time vs. panel count for models ranging from 200 to 1600 panels. For small sized models, all configurations are relatively close to the

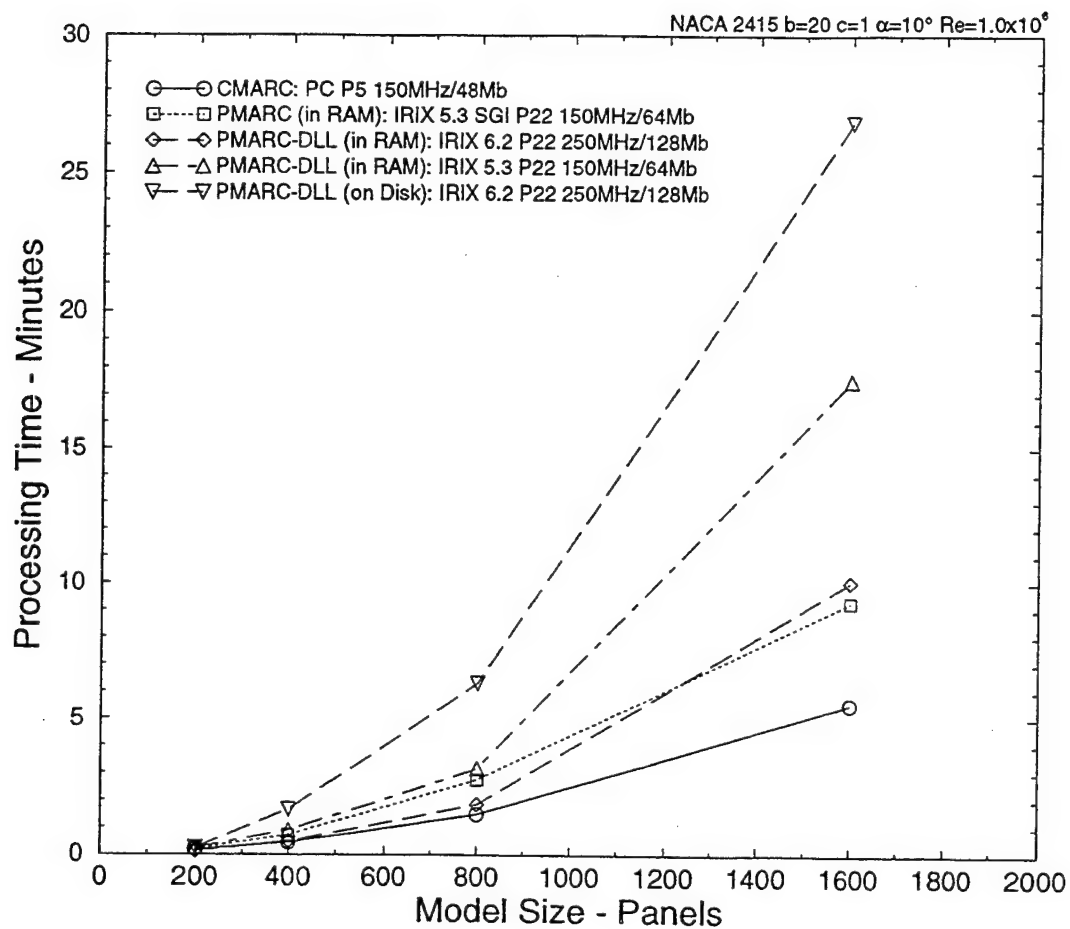
same speed. As the model size increases, processing time increases roughly as the square of model size. However, as model size increases, all versions of PMARC on the networked SGI workstations become significantly slower than CMARC on the PC. This is most likely due to the slower file read/write access times to the file server. The version of PMARC with the matrix storage flag set to hard drive required considerably more processing time than the two versions with RAM selected.

Platform CPU / RAM Program	Pentium PC 150 MHz / 48 MB	SGI Indigo <sup>2</sup> 150 MHz / 64 MB		SGI Indigo <sup>2</sup> 250 MHz / 128 MB	
	CMARC	PMARC	PMARC-DLL	PMARC	PMARC-DLL
Panel Count	min:sec	min:sec	min:sec	min:sec	min:sec
200	0:11	0:12	0:15	N/A	0:13
400	0:27	0:43	0:53	N/A	0:29
800	1:29	2:46	3:10	N/A	1:51
1600	5:54	9:31	17:30	N/A	10:04

**Table 4.1 CMARC and PMARC Processing Times for Models Ranging from 200 to 1600 Panels.**

It is important to note that the models compared in this study only differed in panel count. Panel count is not the only factor in determining processing time. The number of time steps selected, solution resolution, convergence rate and boundary layer calculations will all impact processing speed. As a result, the times presented should only be viewed as representative of the relative impact of panel density and not as the time required to process any other model geometry.

In conclusion, CMARC hosted on a dedicated 150 MHz Pentium PC is significantly faster than PMARC hosted on a similar or faster networked SGI workstation. In some cases, over twice as fast. Clearly, executing the CMARC panel code on the PC is a suitable alternative to running PMARC on the SGI workstations. Low cost 200-300 MHz Pentium II PCs are now available which will allow further reductions in CMARC processing times.



**Figure 4.5 Comparison of CMARC and PMARC Processing Times for Similar Finite Wing Models Ranging from 200 to 1600 Panels.**

## **C. COMPARISON OF CMARC TO THE UPOT BOUNDARY LAYER CODE**

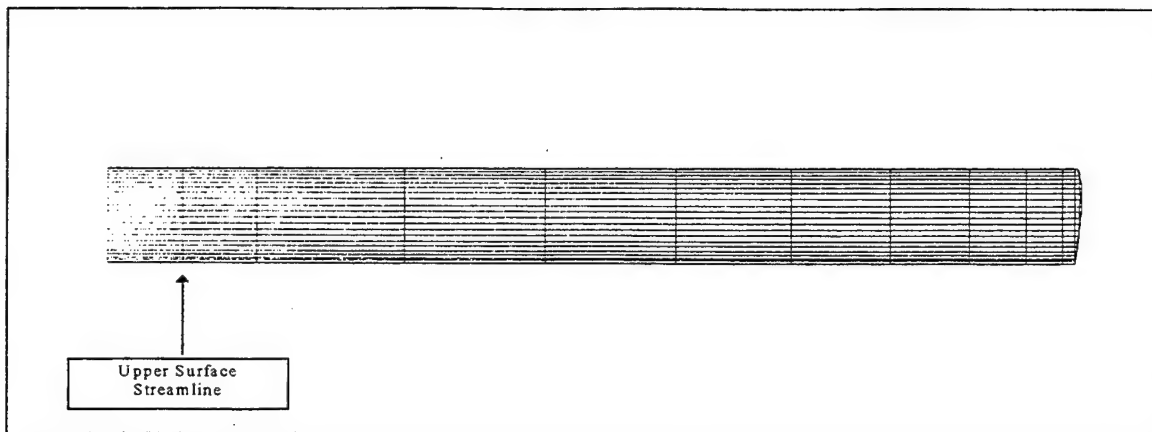
As a first step in investigating CMARC boundary layer calculations and utility, CMARC results are compared to 2D calculations from the NPS Unsteady Potential Flow Code (UPOT). Although the potential flow solution used by CMARC for the boundary layer calculations is strictly a 3D solution, 2D flow can be approximated with the proper choice of geometry. In this case, flow over the inboard portion of a high aspect ratio (AR) wing is selected. A straight NACA 2415 wing with  $AR=20$  is chosen for the comparison. The NACA 2415 is the same section used in the FROG UAV. Boundary layer transition and separation points are compared at angles-of-attack ranging from 0 to 20 degrees. In addition, boundary layer solution sensitivity is investigated over four Reynolds numbers ranging from  $5.0 \times 10^5$  to  $6.0 \times 10^6$ .

### **1. UPOT Boundary Layer Calculations**

The NPS UPOT panel code was developed as a tool to assist in unsteady flow visualization over two-dimensional airfoils. It features an excellent interactive graphical user interface and rapid modeling capabilities [Ref. 10]. Unlike the integral momentum equations used by CMARC and PMARC, UPOT implements the Cebeci-Keller finite difference boundary layer code. The algorithm is documented by Nowak [Ref. 11]. The UPOT code has been compared to experimental data for a range of airfoils with favorable results. As such, it is considered to be acceptable to benchmark CMARC results.

### **2. High AR Wing Model**

A high aspect ratio NACA 2415 wing is modeled to evaluate the boundary layer over the inboard section to approximate 2D flow. CMARC's built-in modeling capability was used to generate a finite wing with dimensions of 20 ft wingspan (b) and unit chord (c) yielding an aspect ratio of 20. Fifty chordwise panels are distributed over the top and bottom surface in a full cosine distribution and 10 panel sections in a spanwise direction with half cosine distribution. There are 600 panels total, including the enclosed wing tip, over the semi-span. Figure 4.6 displays a semi-planform view of this configuration. Streamlines are placed on the upper and lower surfaces of the inboard root panels. The root area is chosen as the area where the flow is nearly two-dimensional flow.



**Figure 4.6 Semi-Span of Finite Wing for the Approximation of Two-Dimensional Flow Near the Root (AR=20). 50 Chordwise x 10 Spanwise Panels.**

### **3. Boundary Layer Results and Analysis (CMARC vs. UPOT)**

CMARC and UPOT boundary layer calculations are compared for the FROG UAV NACA 2415 airfoil. Two angles-of-attack were chosen for comparison. The first,  $-2^\circ$  or zero lift, is used to compare transition models. The second angle-of-attack,  $10^\circ$  is selected for comparison to the  $10^\circ$  incidence of the inclined spheroid discussed in a later section. A comparison for Reynolds numbers ranging from  $0.5 \times 10^6$  to  $6.0 \times 10^6$  is also performed at  $10^\circ$  to investigate boundary layer calculation sensitivity to Reynolds number. In addition, boundary layer transition and separation locations are compared at angles-of-attack ranging from  $0^\circ$  to  $20^\circ$  at  $Re = 1.0 \times 10^6$ .

#### ***a. Boundary Layer Transition***

The shortcomings of the point boundary layer transition model coded in CMARC is evident when compared to the more sophisticated transition length model implemented in UPOT. UPOT uses the Michel transition onset and the Chen-Thyson transition length models [Ref. 11]. Figures 4.7 through 4.14 display skin friction coefficient as a function of chordwise location ( $x/c$ ) for the upper and lower surfaces of a NACA 2415 airfoil. Results for four Reynolds numbers ranging from  $0.5 \times 10^6$  to  $6.0 \times 10^6$  are plotted at zero lift ( $-2^\circ$ ) and  $10^\circ$  angle-of-attack. Boundary layer transition will be

discussed first, followed by boundary layer separation. Finally, differences in modeling at the stagnation point will be discussed.

In almost all cases, CMARC predicts an early transition. The transition from laminar to turbulent boundary layer occurs in CMARC as a sudden jump or point transition. The UPOT transition length model provides for a more realistic representation of the boundary layer physics. Combined, early and point transition result in higher total skin friction drag predicted by CMARC. The difference is most pronounced at the lower Reynolds numbers associated with the FROG UAV. At  $Re=0.5 \times 10^6$  and zero lift, CMARC overpredicts skin friction drag by approximately 40% on the upper surface and 20% on the lower surface. Although skin friction drag may be a relatively small portion of the total drag, airframe manufacturers go to great lengths to refine models to accurately predict it. A few percentage points of error can cause the aircraft to meet or miss performance goals.

Despite the differences in transition modeling, CMARC accurately predicts the skin friction coefficient with respect to UPOT. When comparing laminar to laminar and turbulent to turbulent regions in Figures 4.7 through 4.10 (zero lift plots), the skin friction coefficients are a close match. This indicates that an adjustment in the CMARC model delaying transition could provide more accurate results.

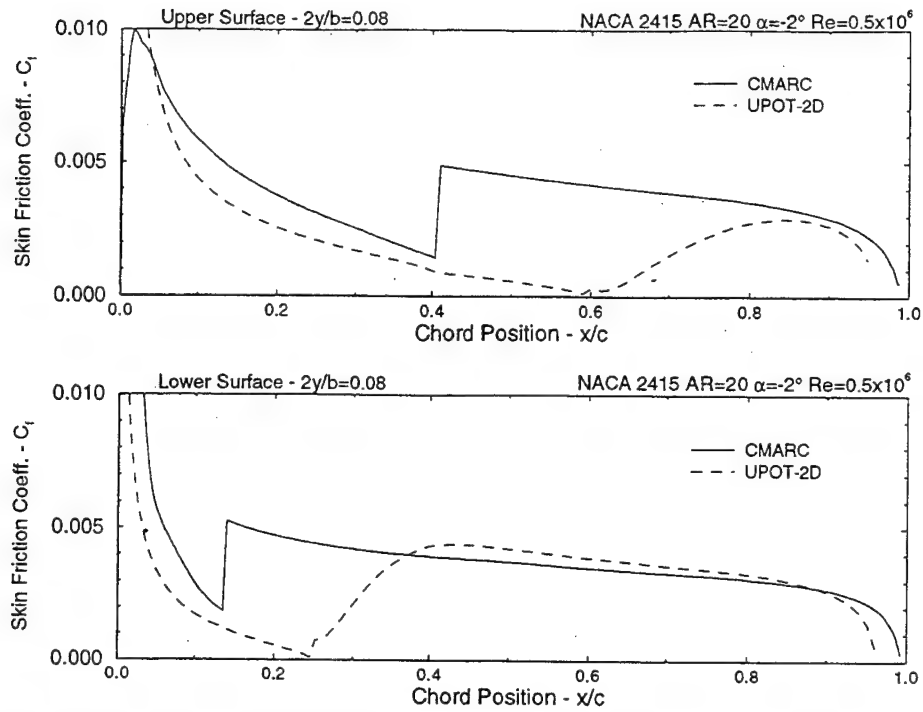
As another comparison of boundary layer calculations, displacement thickness ( $\delta^*$ ) is displayed in Figures 4.15 through 4.22 as a function of chord position ( $x/c$ ) for zero lift ( $-2^\circ$ ) and  $10^\circ$  angle-of-attack. In general, CMARC and UPOT predict similar trends in  $\delta^*$ . The final displacement thickness is a good relative indication of total skin friction drag. CMARC always predicts a greater  $\delta^*$  and thus more drag. This is in keeping with the previous observations indicating higher integrated skin friction forces.

#### ***b. Separation***

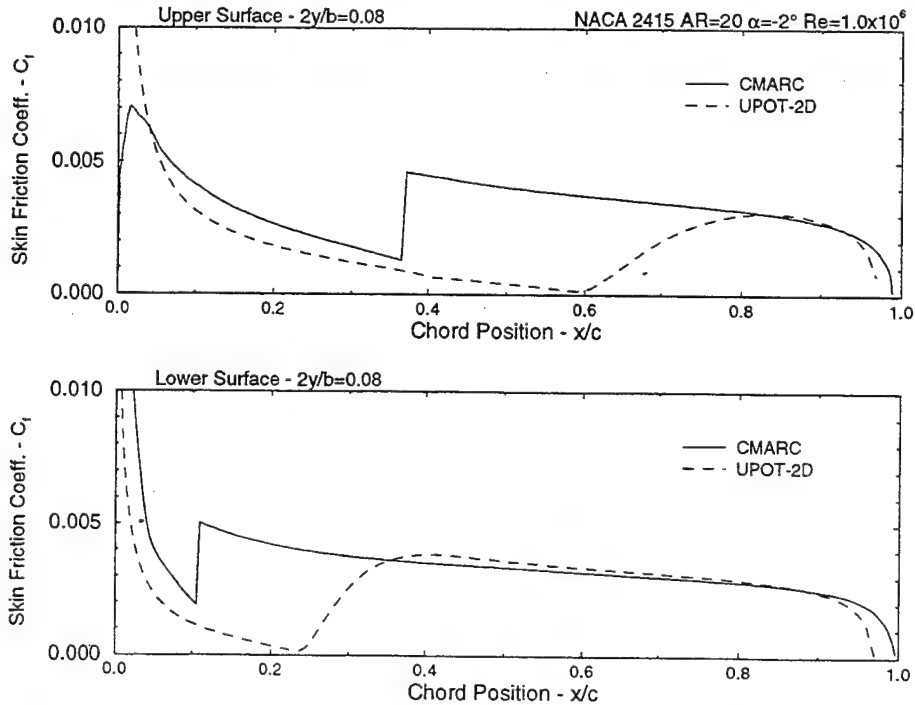
Boundary layer separation is indicated in Figures 4.7 through 4.14 by a zero or negative skin friction coefficient. In all cases, CMARC slightly overpredicts the extent of attached flow. Again, the differences are most significant at the lower Reynolds numbers.

Figures 4.23 and 4.24 display transition and separation points for the NACA 2415 as a function of angles-of-attack ranging from  $0^\circ$  to  $20^\circ$ . The data is for  $Re=1.0 \times 10^6$  which is close to the FROG UAV high speed cruise at  $Re=929,000$ . On both

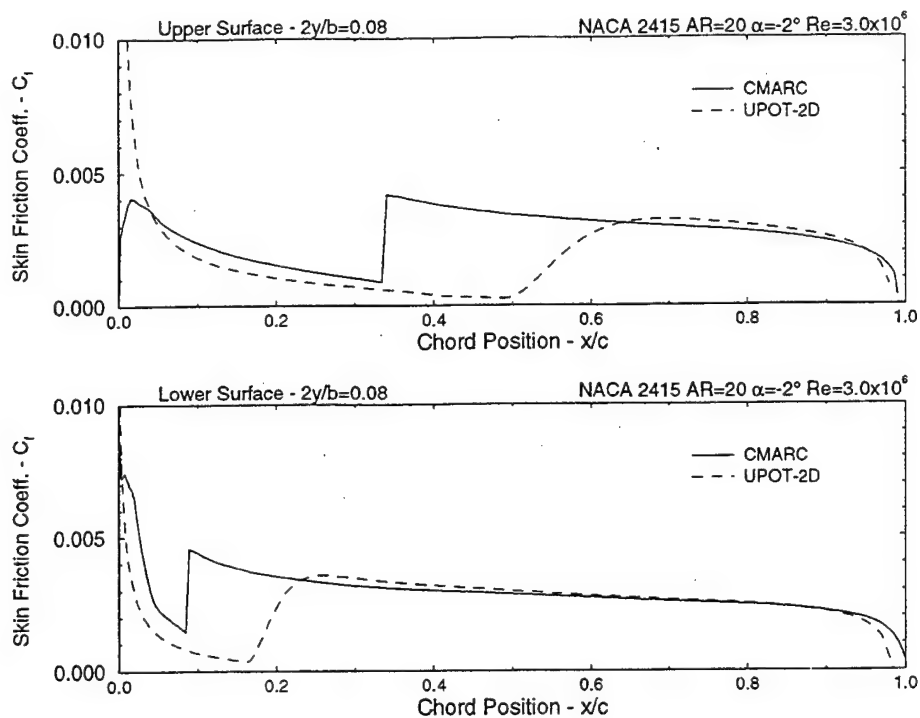




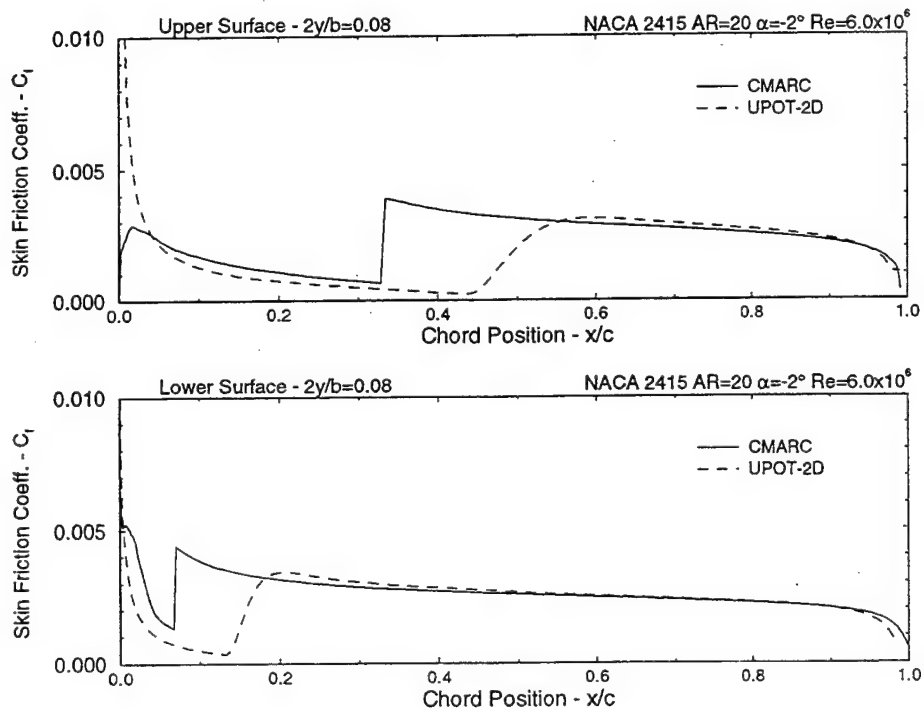
**Figure 4.7 Comparison of CMARC and UPOT Skin Friction Coefficient ( $C_f$ ) for NACA 2415 at zero lift ( $\alpha = -2^\circ$ ) and  $Re = 0.5 \times 10^6$ .**



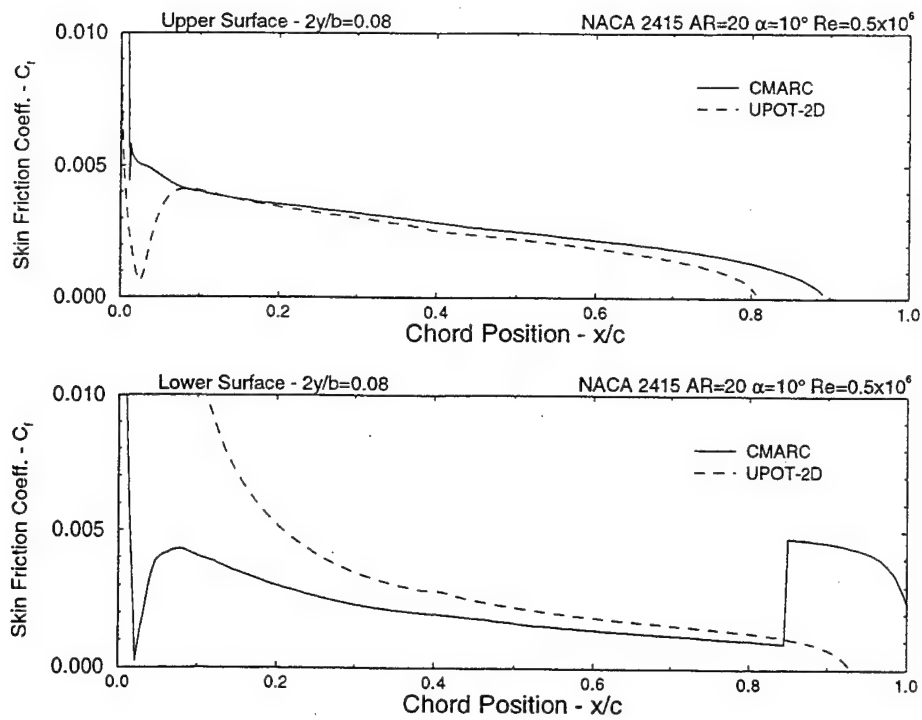
**Figure 4.8 Comparison of CMARC and UPOT Skin Friction Coefficient ( $C_f$ ) for NACA 2415 at zero lift ( $\alpha = -2^\circ$ ) and  $Re = 1.0 \times 10^6$ .**



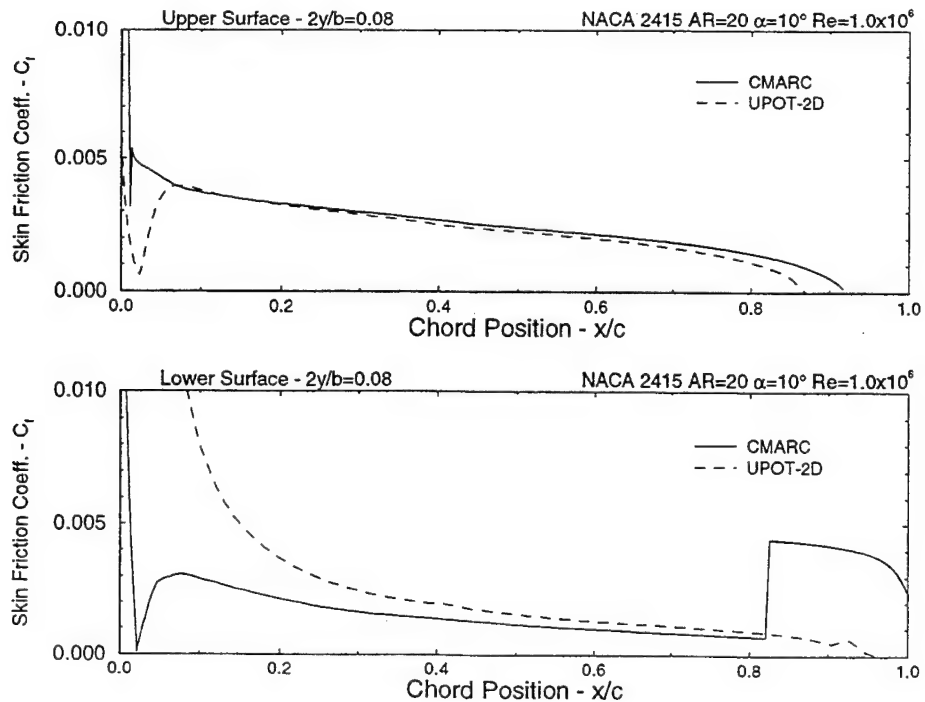
**Figure 4.9 Comparison of CMARC and UPOT Skin Friction Coefficient ( $C_f$ ) for NACA 2415 at zero lift ( $\alpha=-2^\circ$ ) and  $Re=3.0 \times 10^6$ .**



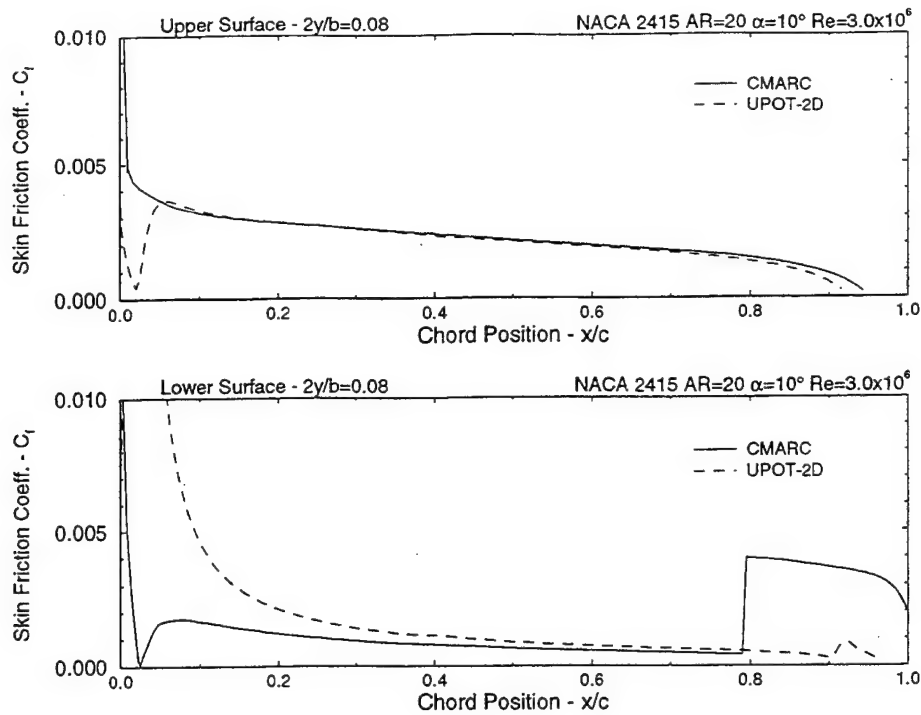
**Figure 4.10 Comparison of CMARC and UPOT Skin Friction Coefficient ( $C_f$ ) for NACA 2415 at zero lift ( $\alpha=-2^\circ$ ) and  $Re=6.0 \times 10^6$ .**



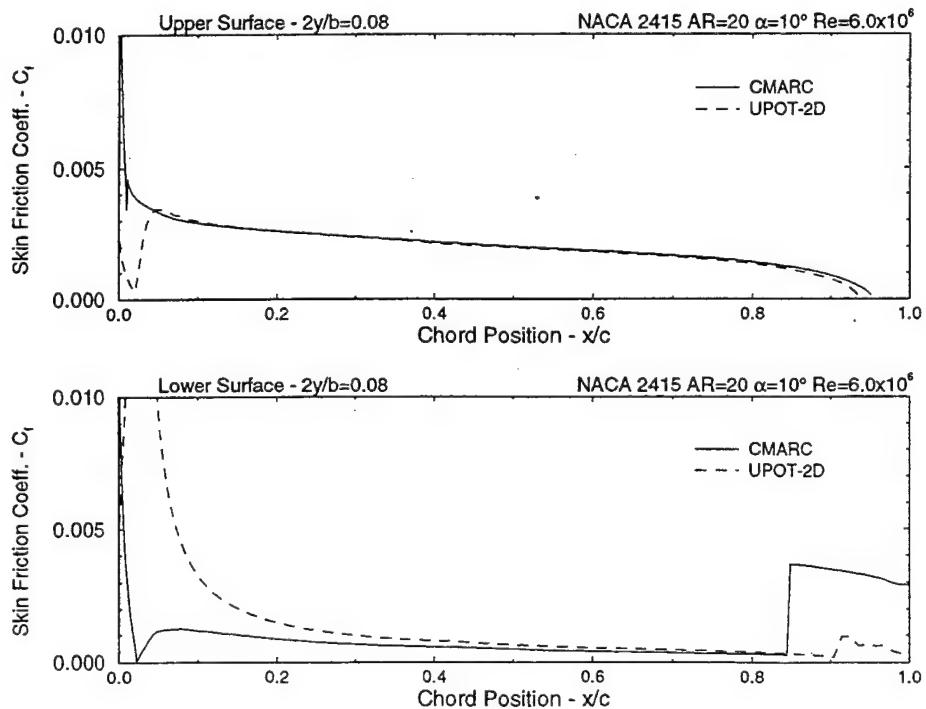
**Figure 4.11 Comparison of CMARC and UPOT Skin Friction Coefficient ( $C_f$ ) for NACA 2415 at  $\alpha=10^\circ$  and  $Re=0.5 \times 10^6$ .**



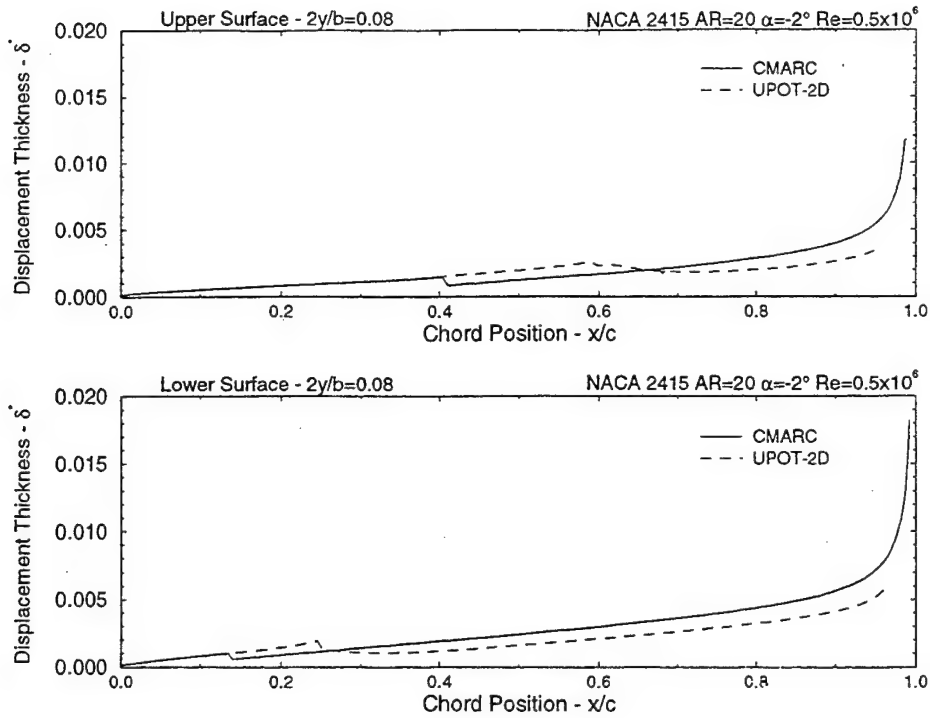
**Figure 4.12 Comparison of CMARC and UPOT Skin Friction Coefficient ( $C_f$ ) for NACA 2415 at  $\alpha=10^\circ$  and  $Re=1.0 \times 10^6$ .**



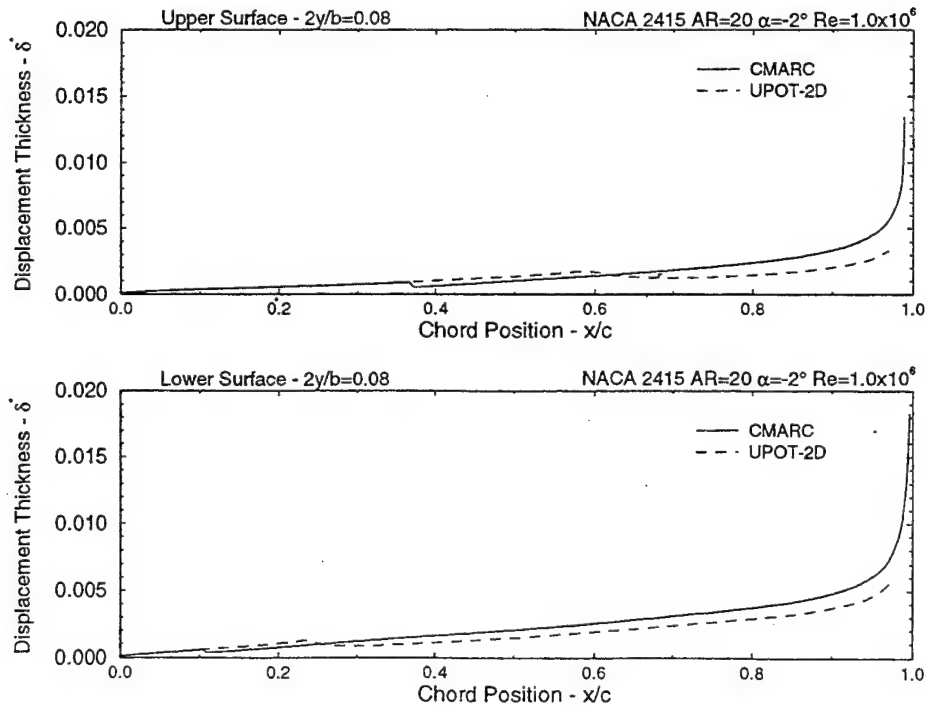
**Figure 4.13 Comparison of CMARC and UPOT Skin Friction Coefficient ( $C_f$ ) for NACA 2415 at  $\alpha=10^\circ$  and  $Re=3.0 \times 10^6$ .**



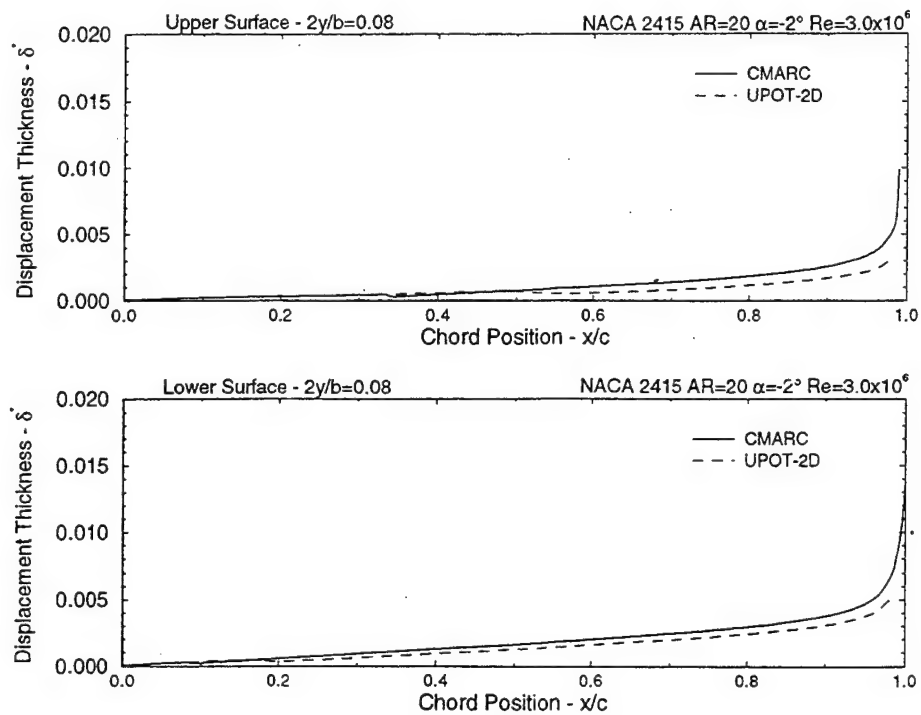
**Figure 4.14 Comparison of CMARC and UPOT Skin Friction Coefficient ( $C_f$ ) for NACA 2415 at  $\alpha=10^\circ$  and  $Re=6.0 \times 10^6$ .**



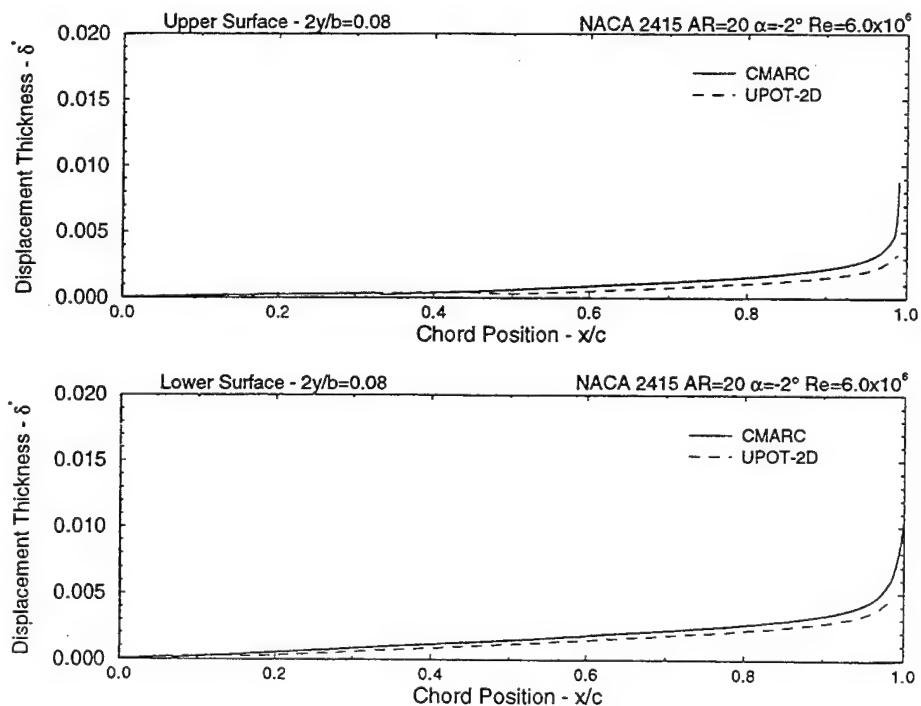
**Figure 4.15 Comparison of CMARC and UPOT Boundary Layer Displacement Thickness ( $\delta^*$ ) for NACA 2415 at zero lift ( $\alpha=-2^\circ$ ) and  $Re=0.5 \times 10^6$ .**



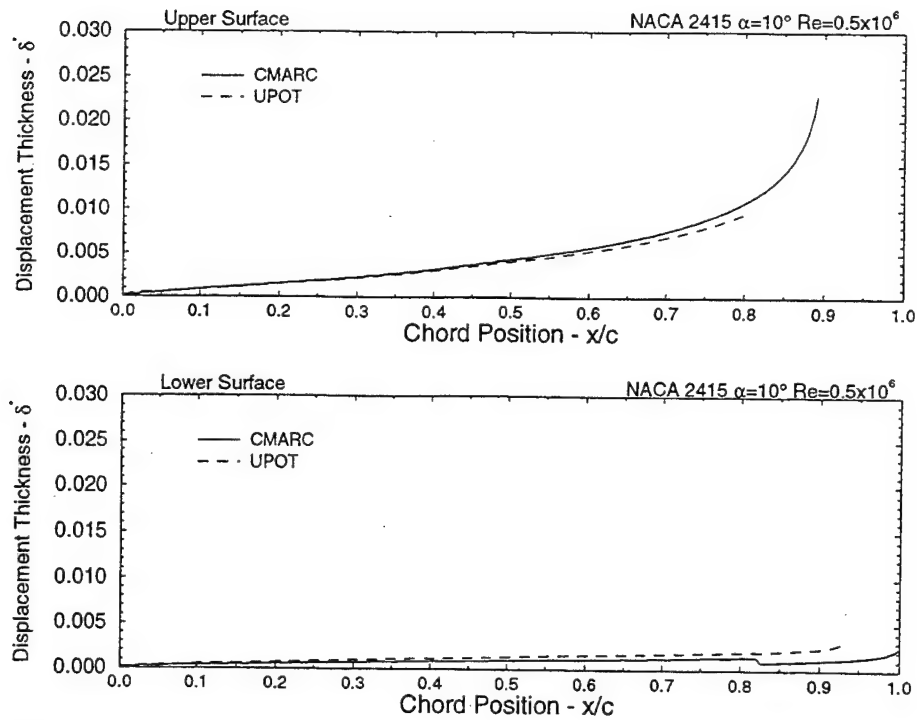
**Figure 4.16 Comparison of CMARC and UPOT Boundary Layer Displacement Thickness ( $\delta^*$ ) for NACA 2415 at zero lift ( $\alpha=-2^\circ$ ) and  $Re=1.0 \times 10^6$ .**



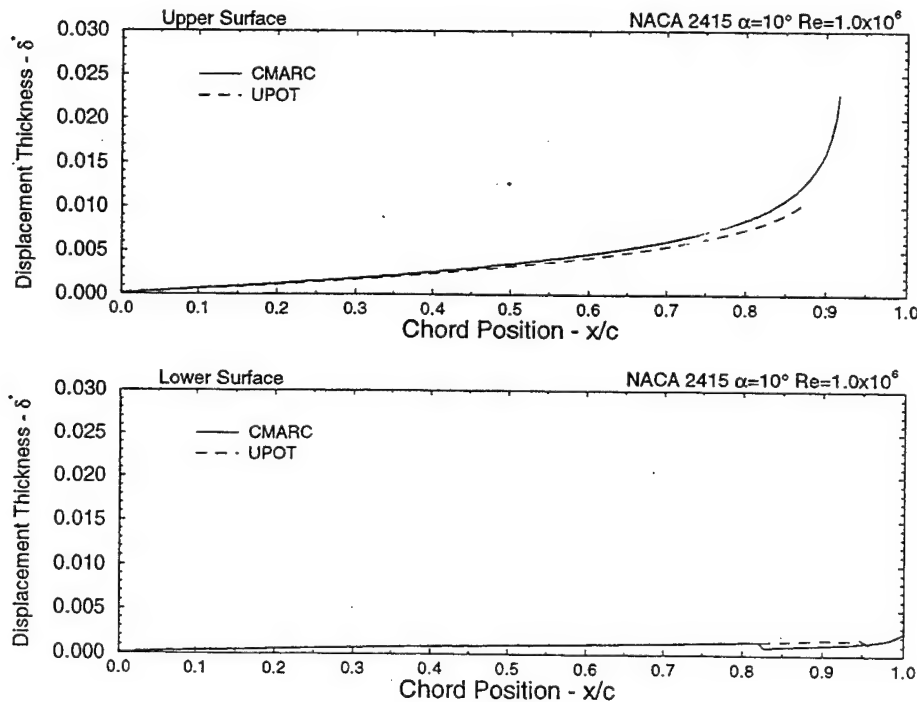
**Figure 4.17 Comparison of CMARC and UPOT Boundary Layer Displacement Thickness ( $\delta^*$ ) for NACA 2415 at zero lift ( $\alpha=-2^\circ$ ) and  $Re=3.0 \times 10^6$ .**



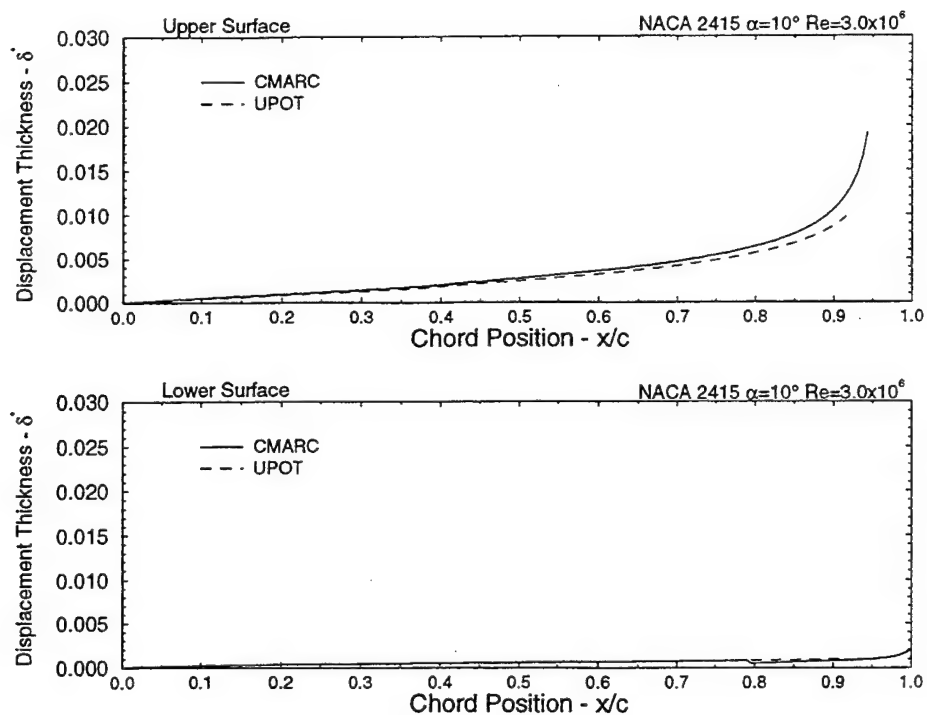
**Figure 4.18 Comparison of CMARC and UPOT Boundary Layer Displacement Thickness ( $\delta^*$ ) for NACA 2415 at zero lift ( $\alpha=-2^\circ$ ) and  $Re=6.0 \times 10^6$ .**



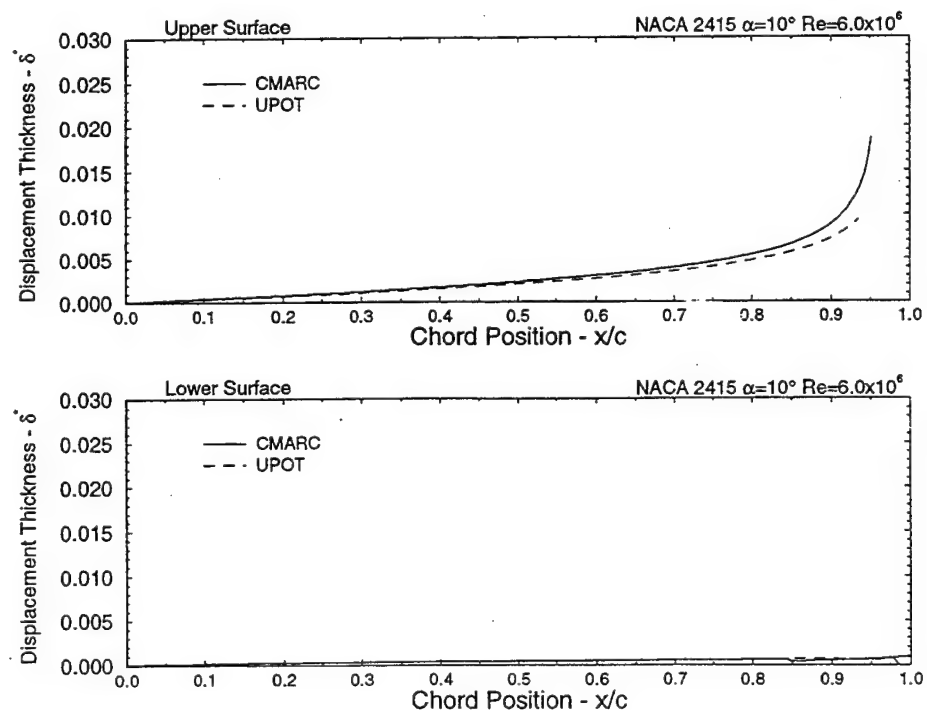
**Figure 4.19 Comparison of CMARC and UPOT Boundary Layer Displacement Thickness ( $\delta^*$ ) for NACA 2415 at  $\alpha=10^\circ$  and  $Re=0.5 \times 10^6$ .**



**Figure 4.20 Comparison of CMARC and UPOT Boundary Layer Displacement Thickness ( $\delta^*$ ) for NACA 2415 at  $\alpha=10^\circ$  and  $Re=1.0 \times 10^6$ .**

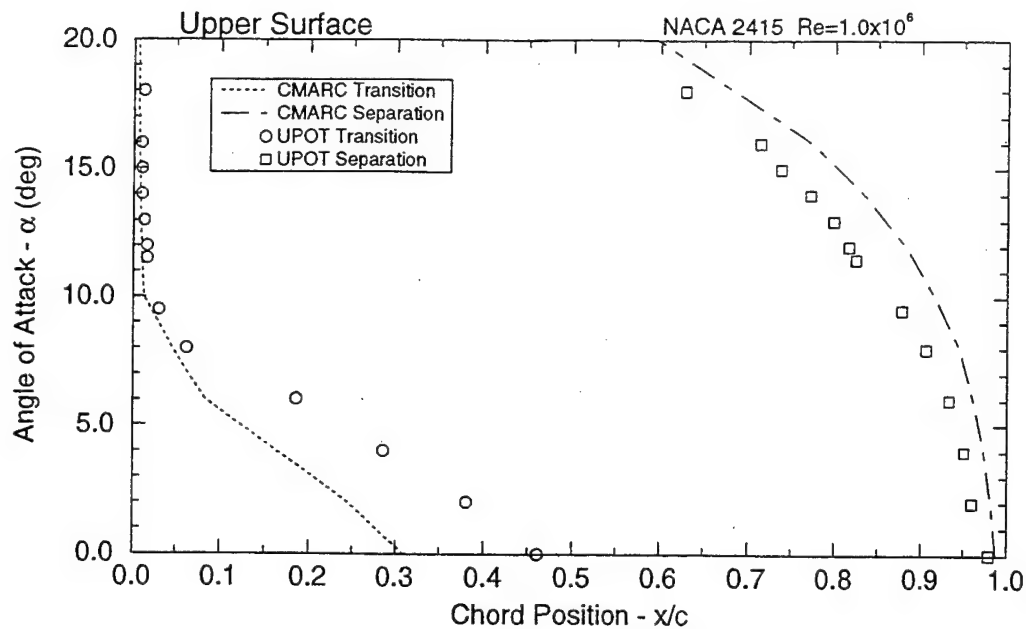


**Figure 4.21 Comparison of CMARC and UPOT Boundary Layer Displacement Thickness ( $\delta^*$ ) for NACA 2415 at  $\alpha=10^\circ$  and  $Re=3.0 \times 10^6$ .**

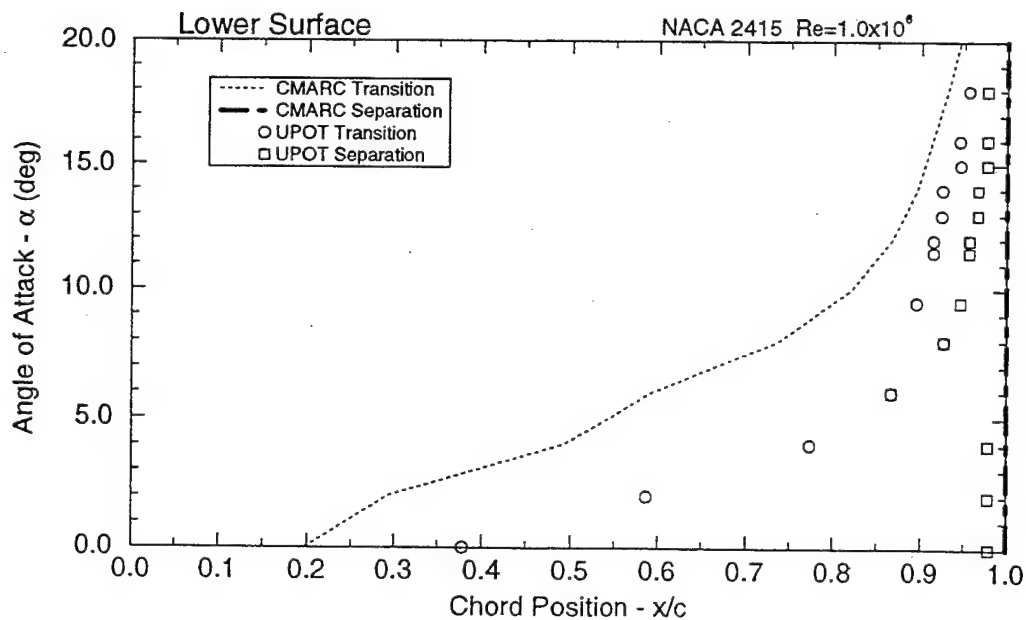


**Figure 4.22 Comparison of CMARC and UPOT Boundary Layer Displacement Thickness ( $\delta^*$ ) for NACA 2415 at  $\alpha=10^\circ$  and  $Re=6.0 \times 10^6$ .**





**Figure 4.23 Comparison of CMARC and UPOT Boundary Layer Transition and Separation Points for the Upper Surface of a NACA 2415 Airfoil at  $Re=1.0 \times 10^6$  from  $0^\circ$  to  $20^\circ$  AOA.**



**Figure 4.24 Comparison of CMARC and UPOT Boundary Layer Transition and Separation Points for the Lower Surface of a NACA 2415 Airfoil at  $Re=1.0 \times 10^6$  from  $0^\circ$  to  $20^\circ$  AOA.**

the upper and lower surface, CMARC clearly provides correct trends for both the transition and separation points. However, as seen at zero lift in Figures 4.7 through 4.10, CMARC always predicts an early transition and late separation.

Despite the inaccuracies in transition and separation points, CMARC boundary layer calculations remain useful. A low order panel code is unlikely going to be used for performance calculations. Instead, it is more useful as a design tool. It allows for rapidly visualizing the trend in transition and separation points with minor changes in configuration.

A word of caution is advised when total skin friction drag is integrated. A design change could be implemented that reduces overall skin friction drag but neglects large increases in pressure drag. In other words, one could reduce skin friction drag, but fail to realize earlier separation is taking place. The net result is a small reduction in skin friction drag that is more than offset by a large increase in separation pressure drag. Extending the extent of attached flow should always be considered preferable to reducing overall integrated skin friction drag.

#### *c. Skin Friction Coefficient near the Stagnation Point*

Another major difference between the integral boundary layer code in CMARC and the finite difference code in UPOT is highlighted at the stagnation point. In Figure 4.11, both codes locate the stagnation point on the lower surface at  $x/c=0.025$  for the NACA 2415 airfoil at 10 degrees angle-of-attack. However, it is clear that the CMARC skin friction coefficient starts at 0.0002, a small number approaching zero asymptotically, while the UPOT skin friction shoots out of the top of the chart in excess 0.7, a relatively large number approaching  $+\infty$  asymptotically.

From boundary layer theory, it is known that the skin friction coefficient is inversely proportional to the square root of the local Reynolds number or:

$$C_f = \frac{1}{\sqrt{Re_x}} \quad 4.1$$

At the stagnation point,  $C_f$  approaches  $+\infty$ . The finite difference code in UPOT correctly models this trend. On the other hand, CMARC implements a discrete

integration of the following exact differential laminar skin friction calculation:

$$\theta(\eta)^2 = \frac{0.45\nu}{U(\eta)^6} \int_0^\eta (1 + 2.222g(K, \mu)) U(\eta)^5 d\eta + \theta(0)^2 \left( \frac{U(0)}{U(\mu)} \right)^6 \quad 4.2$$

Where: U - velocity at outer edge of boundary layer  
 $\theta$  - momentum thickness  
g - empirical parameter  
 $K = \frac{\theta^2}{\nu} \frac{dU}{d\eta}$   
 $\eta$  - generalized coordinate along a streamline

At  $\eta=0$ , the momentum thickness starts at zero and builds rapidly from the stagnation point. Thus, the momentum integral equation reduces to:

$$\frac{d\theta}{d\eta} = \frac{1}{2} C_f = 0, \text{ at the stagnation point.} \quad 4.3$$

The integral solution for  $C_f$  starts at zero and rises quickly until the integral portion of Equation 4.2 dominates.

The incorrect modeling of  $C_f$  near the stagnation point is considered minor due to its local nature at the stagnation point. When skin friction is integrated over the entire surface the differences are bound to be relatively small. In addition, when integrated into a force, the errors in  $C_f$  at the stagnation point tend to cancel out. Close to the stagnation point on either side, skin friction forces are opposite in direction.

#### **D. COMPARISON OF CMARC TO INCLINED PROLATE SPHEROID EXPERIMENTAL DATA**

In the previous section, model geometry was selected to produce predominantly two-dimensional flow. In this section, CMARC pressure distributions and integral

boundary layer data are investigated for a model geometry that produces largely three-dimensional flow. For comparison, a suitable experimental test case was found in AGARD AR-303: A Selection of Experimental Test Cases for the Validation of CFD Codes [Ref. 12]. Case number C-2, entitled "Three-Dimensional Boundary Layer and Flow Field Data of an Inclined Prolate Spheroid" was selected. A 6:1 prolate spheroid approximates a typical streamlined fuselage. The data set was ordered from AGARD through the NASA Center for Aerospace Information (CASI).

A complete data set for all test cases in AGARD AR-303 was available for a nominal charge of \$59.00 through NASA's CASI publications office. Ordering information inside the rear cover of the publication proved to be accurate and useful. The data arrived on nine PC formatted high density disks. After copying the desired data sets to the hard drive, each file is self extracting through a built-in DOS decompression program. Detailed instructions are printed in the back section of AR-303.

#### **1. Inclined 6:1 Prolate Spheroid - AGARD AR-303 Case C-2**

AGARD AR-303 test case number C-2 contains pressure coefficient and skin friction distributions for a 6:1 prolate spheroid inclined to the flow field. Table 4.2 lists the test conditions for which data are available.

Test case I was chosen for comparison to CMARC output. At 10° angle-of-attack, some separated flow was expected which would provide a good comparison to CMARC integral boundary layer separation points. The only drawback to this test case is the forced transition at  $X/2a = 0.20$ . Natural transition would have been more desirable for comparison to the CMARC transition model. The test cases at 30° angle-of-attack are deemed to have too much separated flow to provide a meaningful comparison to a CMARC potential flow solution.

##### ***a. Wind Tunnel Experimental Set-up***

Figure 4.25 contains a diagram of the experimental set-up for the 6:1 prolate spheroid performed by Kreplin in the DLR Göttingen three meter Low Speed Wind Tunnel (NWG). Of note, the wind tunnel test section is of the Göttingen type with closed return and open test section. No corrections are applied to the data.

PARAMETER	CASE I	CASE II	CASE III
Mach Number	0.16	0.13	0.23
Reynolds Number	$7.7 \times 10^6$	$6.5 \times 10^6$	$43.0 \times 10^6$
Incidence	$10.0^\circ$	$29.7^\circ$	$30.0^\circ$
Transition	tripped at $X/2a = 0.20$	free	free

**Table 4.2 AGARD AR-303 Test Conditions, from Ref. [12].**

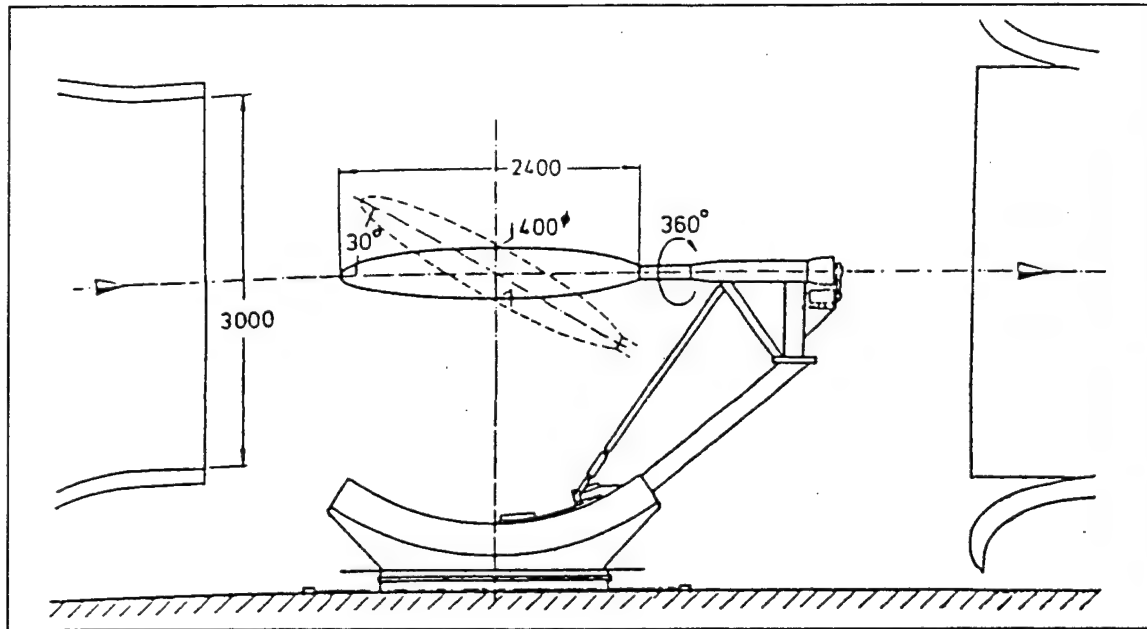
Figure 4.26 shows the configuration for the 6:1 prolate spheroid wind tunnel model. The 2.4 meter long model contains 42 pressure taps located along an axial meridian. The model can be rotated axially in 50 steps through just over 180 degrees providing in excess of 2000 pressure readings over half the surface. With yaw angle set to zero, symmetry is assumed for the other half. In addition to pressure ports, surface hot film sensors are located at 12 axial positions for the measurement of wall shear stress. Wall shear stress is normalized by dynamic pressure to provide skin friction coefficient ( $C_f$ ). Once again, the measurements are provided for approximately 50 rotation angles, providing coverage of half the surface.

In addition to pressure and skin friction coefficients, boundary layer velocity profiles and flow field mean velocity vectors are available at several axial locations. Although not used in this investigation, the data would prove useful for more detailed studies.

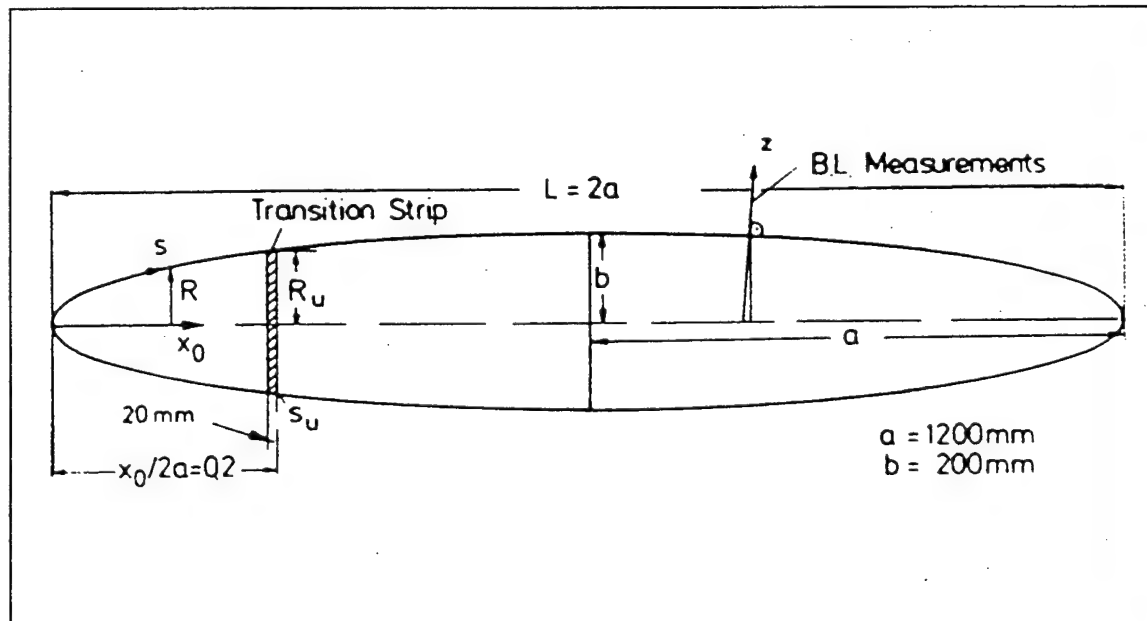
Unfortunately, the wind tunnel set-up was not instrumented for loads. As will be discussed in the next section, the number of pressure and skin friction measurements was deemed to be sufficient to allow the integration of local forces to provide a reasonable calculation of lift, drag and pitching moments.

#### ***b. Experimental Data***

Two data files from test case C-2 at  $\alpha = 10.0^\circ$  are used for comparison to CMARC data. The first file, "cp10nwg.dat," contains pressure coefficient listed as a function of axial location ( $X/2a$ ) and circumferential angle ( $\phi$ ). For each circumferential



**Figure 4.25** Inclined 6:1 Prolate Spheroid Model in the DLR Göttingen Three Meter Low Speed Wind Tunnel (NWG) , from Ref. [12].



**Figure 4.26** Prolate Spheroid Wind Tunnel Model Configuration, from Ref. [12].

angle all the successive axial location pressure coefficients were listed. It is more common to plot pressure distribution as a function of circumferential angle at a given axial station. The data file was rearranged using the MATLAB M-file listed in Appendix E.

The second data file, "cf10nwg.dat," contains skin friction listed as a function of axial location ( $X/2a$ ) and circumferential angle ( $\phi$ ). The data, listed in two columns, were reordered to one column for ease of plotting.

### c. *Integration of Local Forces to Provide Lift Drag and Pitching Moment*

The experimental set-up did not include balance measurement of forces. However, it was deemed that the 2000+ pressure and 500+ skin friction measurements would be sufficient to allow the integration of measurements over the surface of the prolate spheroid for an approximation of total force and moment coefficients. The following equations were developed to provide integrated pressure and friction force coefficients. Symmetry is assumed. Appendix B outlines the development of these relations. Appendix C lists the MATLAB program which implements the discrete integration.

The pressure force coefficients normalized by  $S = \pi b^2$  and  $\bar{c} = 2b$  are yielded by discretely integrating the following equations in a cylindrical coordinate system:

$$C_{N_P} = \frac{N_P}{q_\infty S}, \quad N_P = 2 \sum_{i=1}^m \sum_{j=1}^n - (q_\infty C_P r \bar{n}) \cdot \bar{k} \Delta \phi_j \Delta x_i / 2a \quad 4.3$$

$$C_{A_P} = \frac{A_P}{q_\infty S}, \quad A_P = 2 \sum_{i=1}^m \sum_{j=1}^n - (q_\infty C_P r \bar{n}) \cdot \bar{i} \Delta \phi_j \Delta x_i / 2a \quad 4.4$$

$$C_{M_P} = \frac{M_P}{q_\infty S \bar{c}}, \quad M_P = 2 \sum_{i=1}^m \sum_{j=1}^n [(q_\infty C_P r \bar{n}) \cdot (x_i / 2a \cdot \bar{k} - z_i / 2a \cdot \bar{i})] \Delta \phi_j \Delta x_i / 2a \quad 4.5$$

Where the surface unit normal is given by:

$$\text{Unit Normal: } \bar{n} = -\frac{m}{\sqrt{m^2 + 1}} \bar{i} + \frac{\sin(\phi)}{\sqrt{m^2 + 1}} \bar{j} - \frac{\cos(\phi)}{\sqrt{m^2 + 1}} \bar{k} \quad 4.6$$

The skin friction coefficients normalized by  $S = \pi b^2$  and  $\bar{c} = 2b$  are yielded by discretely integrating the following equations in a cylindrical coordinate system:

$$C_{N_{SF}} = \frac{N_{SF}}{q_{\infty} S}, \quad N_{SF} = 2 \sum_{i=1}^m \sum_{j=1}^n (q_{\infty} C_f r \bar{v}) \cdot \bar{k} \Delta \phi_j \Delta x_i / 2a \quad 4.7$$

$$C_{A_{SF}} = \frac{A_{SF}}{q_{\infty} S}, \quad A_{SF} = 2 \sum_{i=1}^m \sum_{j=1}^n (q_{\infty} C_f r \bar{v}) \cdot \bar{i} \Delta \phi_j \Delta x_i / 2a \quad 4.8$$

$$C_{M_{SF}} = \frac{M_{SF}}{q_{\infty} S \bar{c}}, \quad M_{SF} = 2 \sum_{i=1}^m \sum_{j=1}^n [(q_{\infty} C_f r \bar{v}) \cdot (-x_i / 2a \cdot \bar{k} + z_i / 2a \cdot \bar{i})] \Delta \phi_j \Delta x_i / 2a \quad 4.9$$

Where the unit surface velocity vector is given by:

$$\bar{v} = \frac{\cos(\gamma)}{\sqrt{m^2 + 1}} \bar{i} + \left[ \frac{m \sin(\phi) \cos(\gamma)}{\sqrt{m^2 + 1}} + \cos(\phi) \sin(\gamma) \right] \bar{j} + \left[ -\frac{m \cos(\phi) \cos(\gamma)}{\sqrt{m^2 + 1}} + \sin(\phi) \sin(\gamma) \right] \bar{k} \quad 4.10$$

The surface and local slope of a prolate spheroid comes from the following relations:

$$\text{Prolate Spheroid: } \frac{x^2}{a^2} + \frac{r^2}{b^2} = 1 \quad \Rightarrow \quad \text{slope } m = \frac{dr}{dx} = -\frac{bx}{a^2 \sqrt{1 - \frac{x^2}{a^2}}} \quad 4.11$$

Note: The forces are summed over half the spheroid,  $\phi = 0 \rightarrow 180^\circ$ , and doubled.

The y-direction forces and the roll and yaw moments are neglected zero due to symmetry.

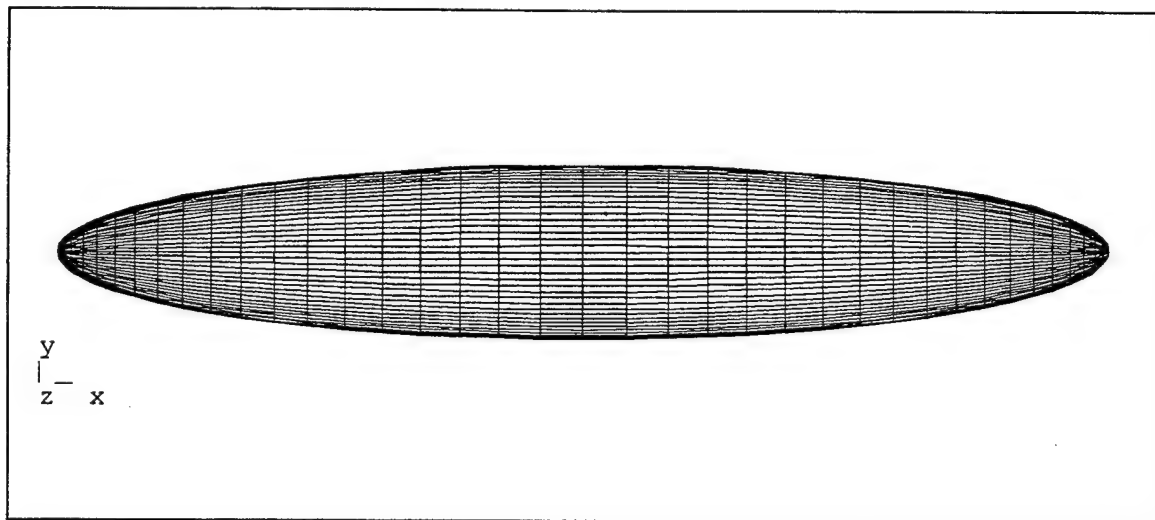
## 2. CMARC Model of 6:1 Prolate Spheroid

A 40x20 panel model of the 2.4 meter 6:1 prolate spheroid wind tunnel model was created with LOFTSMAN. The right half surface was modeled with symmetry around the  $y=0$  plane. Appendix F contains a printout of the LOFTSMAN input file which includes a fore/aft wake. The patch was created with 40 axial and 20 semi-circumferential panels. Full cosine compression was used to bunch panels at the leading and trailing edge.



After creating the patch in LOFTSMAN, it was decided that a doubling of circumferential panel count would increase wake placement flexibility. The CMARC input file was modified to create 40 circumferential panels by setting TNPC=40 in the break point input field for each cross section.

Figure 4.27 is a POSTMARC rendering of the final 1600 (40x40) panel configuration. The input file takes advantage of the plane of symmetry capability built into CMARC. It calculates just half a model symmetric around the  $y=0$  plane of symmetry provided there is zero side slip.



**Figure 4.27 CMARC 40x40 Prolate Spheroid Model Rendered with POSTMARC.**

### **3. Data Extraction**

Pressure coefficient data are extracted using the "postprolate.exe" FORTRAN file listed in Appendix G. This program extracts data from a CMARC or PMARC output file (DATA6) for a range of panel numbers and places them in a separate plot input file. CMARC output files are transferred to the SGI workstations for data extraction using the Windows 3.1 FTP program. Results are then plotted against experimental data with any x-y plotting program (xmgr).

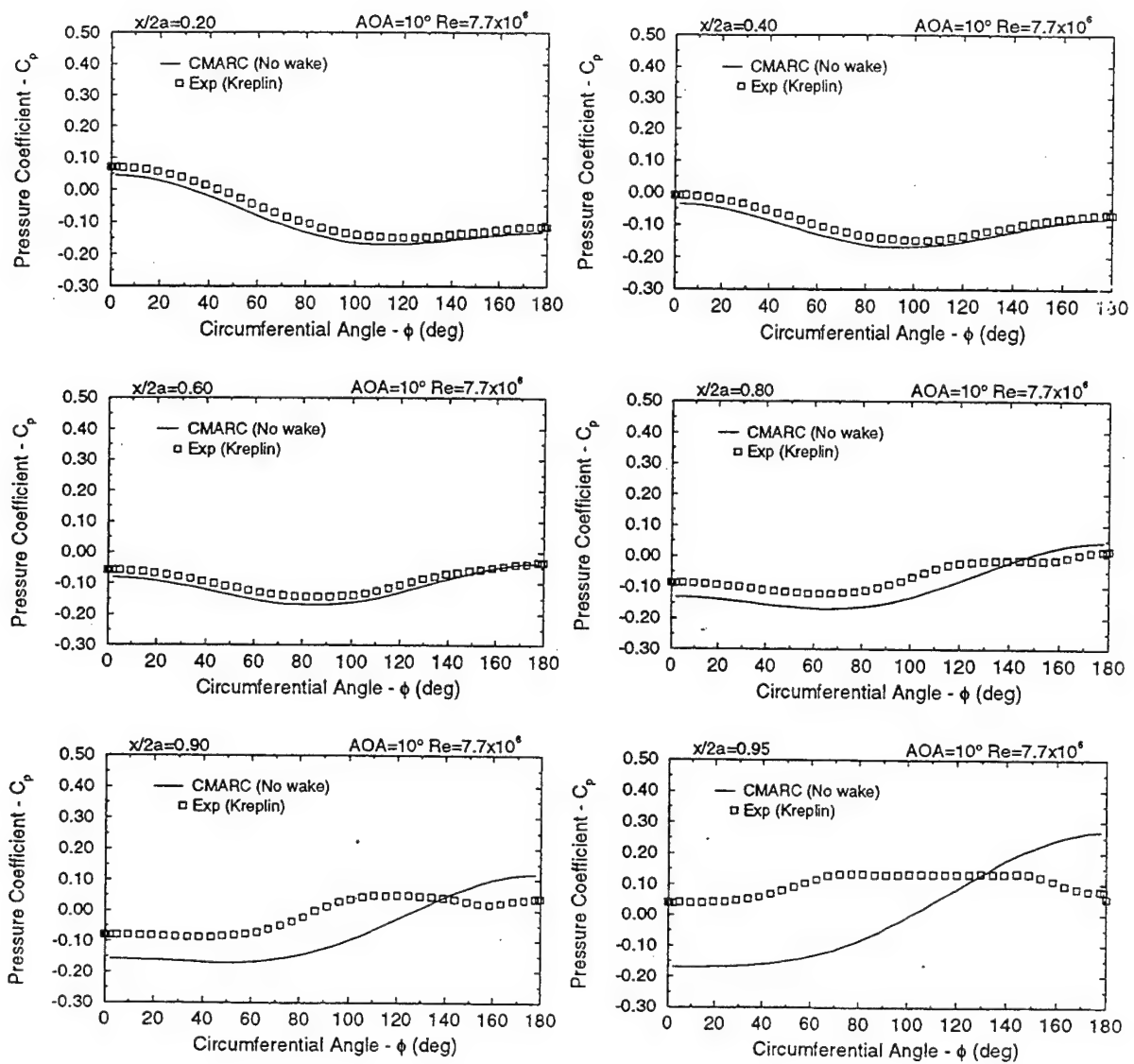
#### 4. Prolate Spheroid Pressure Distribution

CMARC and experimental pressure coefficients are compared at 10 degrees angle-of-attack and  $Re=7.7 \times 10^6$ . Results are displayed as a function of axial station,  $x/2a$ , and circumferential angle,  $\phi$ , in Figure 4.28. Circumferential angle is measured starting from the lower centerline of the model. CMARC generated potential flow pressure coefficients over the forward 60% of the prolate spheroid closely match experimental results. Of note, there is a constant bias between the two sets of data.

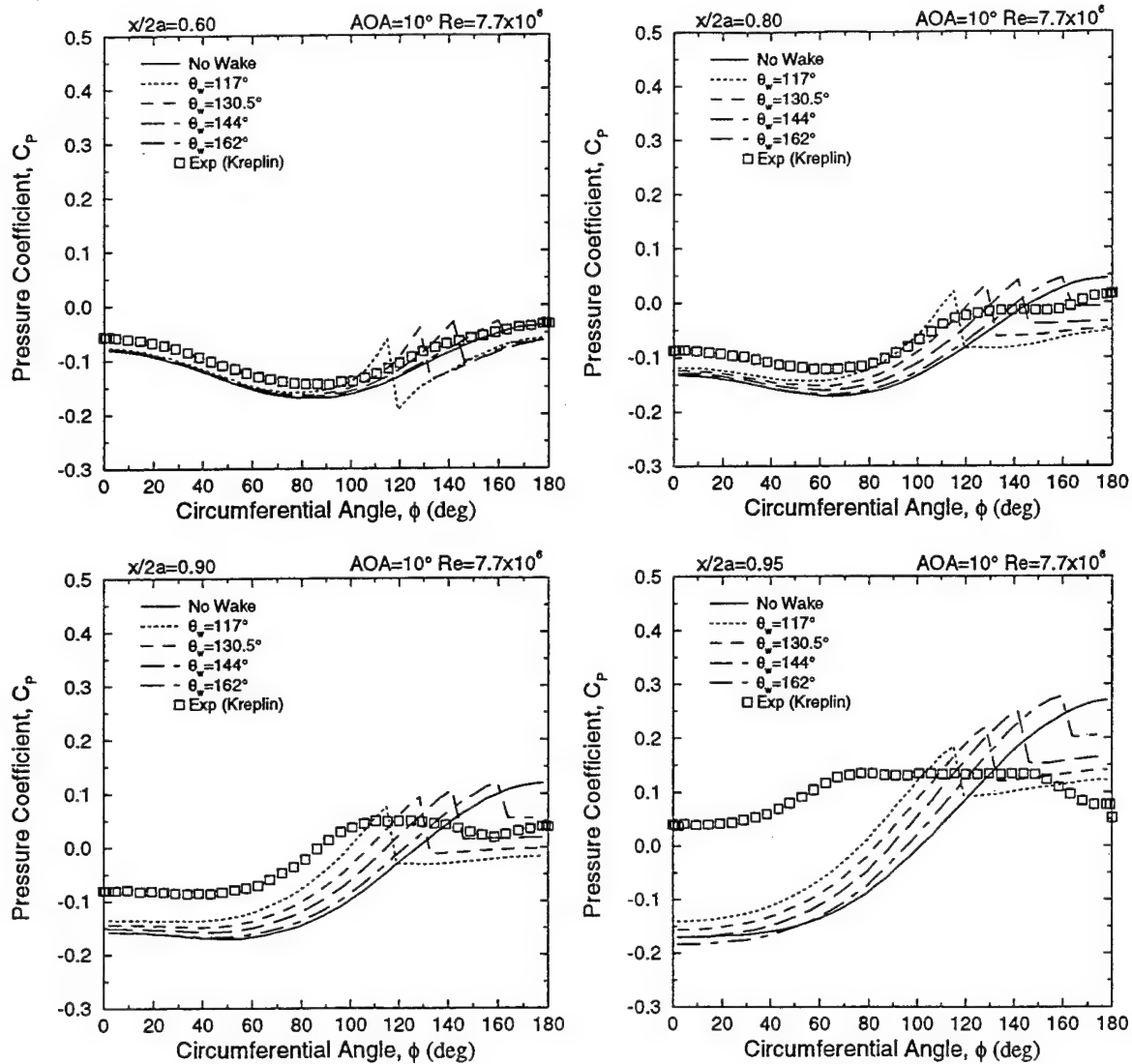
The divergence between CMARC and experimental results aft of  $x/2a=0.60$  indicates flow separation over the top portion of the prolate spheroid. It is clear that a potential flow solution without wakes does a poor job of predicting pressure distribution over regions with separated flow.

To model the flow separation, wakes were added to the CMARC model. Tuncer and Platzer's research [Ref. 7] indicates that proper wake placement can produce a close match between panel code and experimental results for slender bodies of revolution for angles-of-attack up to 20 degrees. They concluded that a circumferential wake placement angle of 144 degrees on an ogive cylinder body provides the closest match for force and moment coefficients.

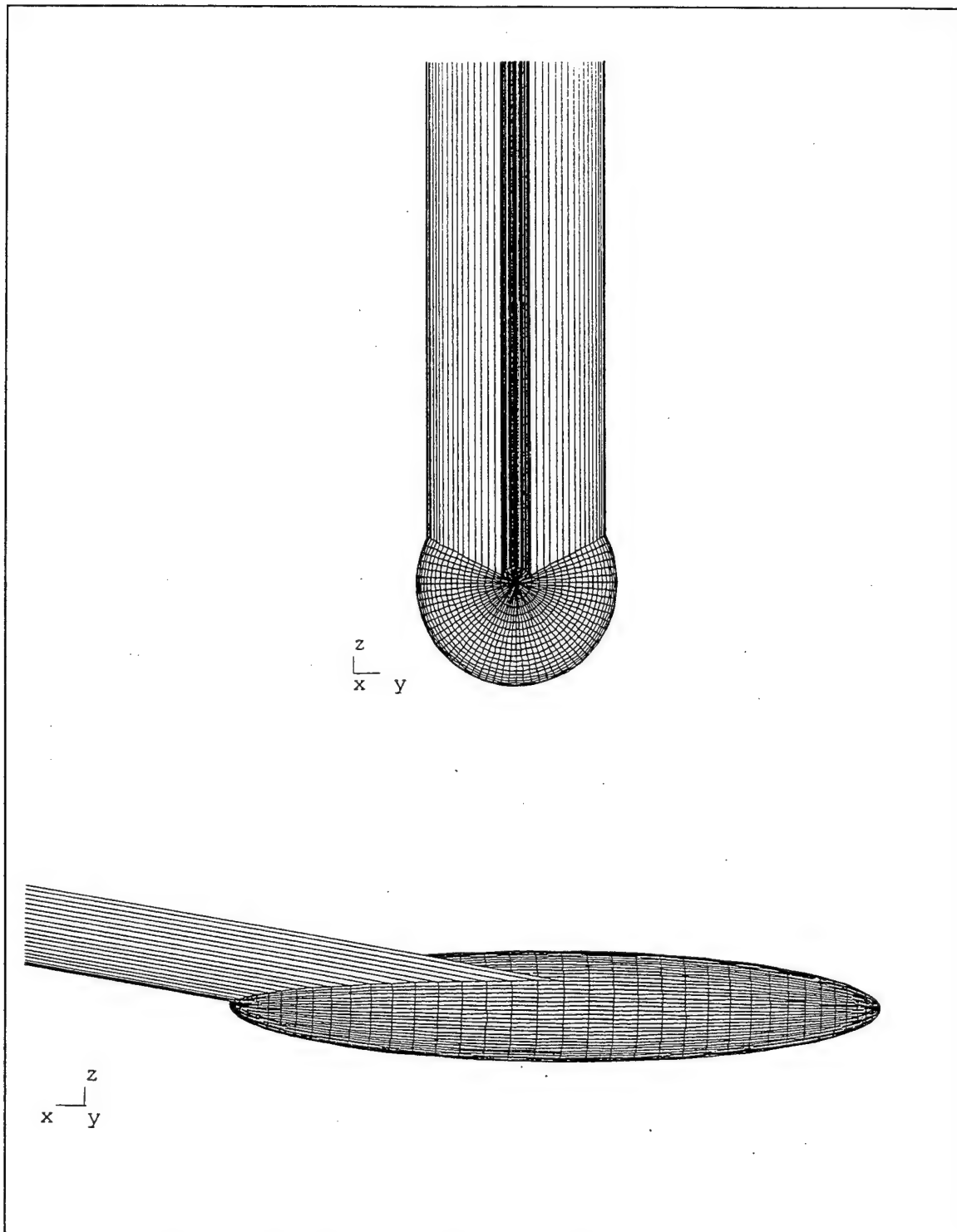
A series of wakes were placed at several circumferential angles ranging from 117 to 162 degrees. The wakes run fore-aft from  $x/2a=0.50$  to a wake separation ring at  $x/2a=0.99$ . Results are plotted in Figure 4.29. A wake angle of 117 degrees produced the closest average match to the experimental results. Figure 4.30 shows the final wake configuration.



**Figure 4.28 CMARC Potential Flow (No Wakes) Pressure Distribution Compared to Experimental Data, after Ref. [12].**



**Figure 4.29 CMARC Pressure Distribution with Wake Angles Ranging from  $117^\circ$  to  $162^\circ$  Compared to Experimental Data, after Ref. [12].**



**Figure 4.30 POSTMARC Views of CMARC Model with 117° Wake Separation  
Line Running Aft from  $x/2a=0.5$  to  $x/2a=0.99$ .**

Coefficients for normal ( $C_N$ ), axial ( $C_A$ ), lift ( $C_L$ ), drag ( $C_D$ ), and pitching moment ( $C_m$ ) are compared to experimental forces in Table 4.3 for a circumferential wake angle of 117 degrees. CMARC automatically outputs the pressure load coefficients in both wind and body axes. Skin friction forces are calculated using POSTMARC and will be discussed in a later section. The experimental results are from integrated pressure forces using the method outlined in Appendix B. The coefficients are normalized by maximum diameter and cross sectional area. A wake angle of 117 degrees produces a close match to experimental results for  $C_N$ ,  $C_L$  and  $C_m$ . As expected, the axial and drag coefficients are off considerably from experimental data.

Force Origin	Force/Moment Coefficient	Experimental AGARD 303-Kreplin	CMARC $\theta_w=117^\circ$	% Difference (CMARC-exp)/exp
Pressure Forces	$C_N$	0.1924	0.1816	-5.6%
	$C_A$	0.0026	0.0411	1480.8%
	$C_L$	0.1890	0.1717	-9.2%
	$C_D$	0.0359	0.0720	100.6%
	$C_m$	0.9009	0.9003	-0.1%

**Table 4.3 Comparison of Integrated Experimental Pressure Forces to the CMARC Model with 117° Wake Placement Angle, after Ref. [12].**

It is concluded that a pure potential flow solution over a streamlined body at 10° angle-off-attack will fail to predict substantial regions of flow separation. However, pressure distributions over bodies with substantial flow separation can be approximated by proper wake distribution. As outlined by Tuncer and Platzer [Ref. 7], a wake separation angle of 144° is a good starting point.

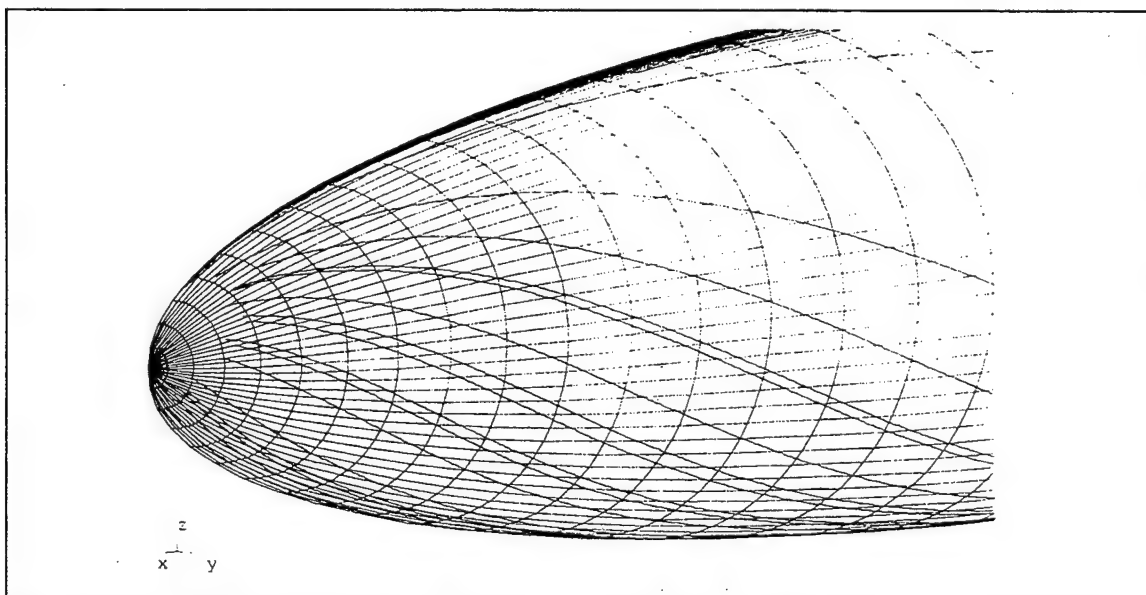
## 5. Boundary Layer Separation Locations

Next, CMARC boundary layer calculations were visualized to see how well CMARC predicted separation points for the inclined prolate spheroid. As reported in the section on the NACA 2415 finite wing, predicted boundary layer separation points from CMARC matched those predicted by the NPS UPOT code fairly well, especially at higher

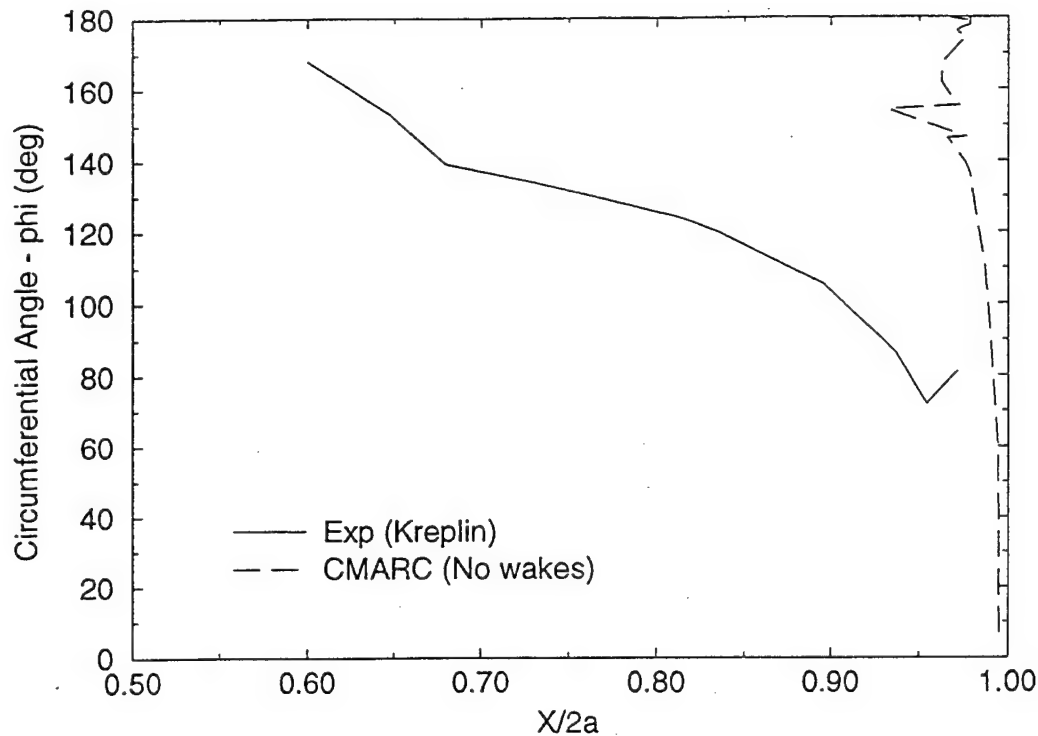
Reynolds numbers. In this case, the boundary layer points are compared to experimental data at the same  $10^\circ$  angle-of-attack over the three-dimensional prolate spheroid.

Sixty-six streamlines for boundary layer calculations were placed on the CMARC model at locations corresponding to experimental data points. Appendix F contains the input file. CMARC only predicted separation over the very aft end of the body. A separation point is best visualized with POSTMARC by selecting the on-body streamline boundary layer thickness or shape factor functions. The separation point is indicated at the last downstream point on the streamline. It is important to note that if one visualizes streamline pressure coefficient, velocity or Mach number, the streamline will travel all the way to the aft stagnation point. In other words, to visualize a separation point, phenomena derived from the boundary layer calculations and not the streamline calculations must be selected for visualization.

Figure 4.31 displays the streamline separation points on the aft end of the prolate spheroid. CMARC boundary layer separation points are compared to experimental data as a function of axial location and circumferential angle in Figure 4.32. It is to be expected that the 2D code implemented in CMARC fails to accurately predict separation regions over streamlined bodies of revolution with large cross flow velocities. Nevertheless, these results help to quantify the differences.



**Figure 4.31 POSTMARC Visualization of CMARC Predicted Separation Points on the Aft End of the Prolate Spheroid Model (No Wakes).**

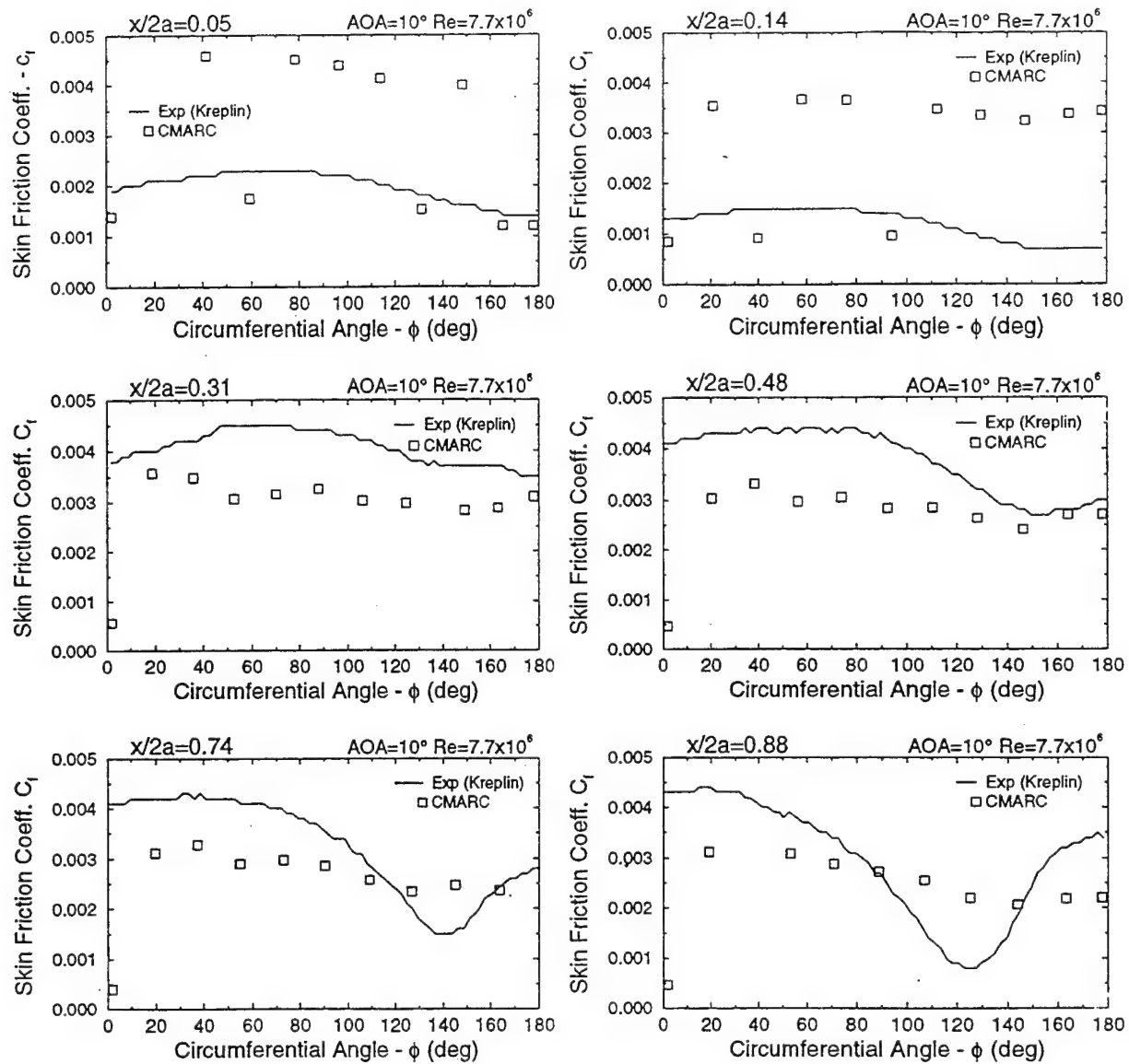


**Figure 4.32 Comparison of CMARC Predicted Separation Line to Experimental Data, after Ref. [12].**

## 6. Boundary Layer Skin Friction Coefficient

CMARC-computed skin friction coefficients were compared to experimental data obtained from hot film sensors [Ref. 12]. Sixty-six streamlines were placed through panels on the CMARC model corresponding to skin friction data points. Data were extracted manually from the CMARC output file. Data are plotted at six axial locations as a function of circumferential angle in Figure 4.33. The wind tunnel model has a transition strip located at  $x/2a=0.20$ . All CMARC boundary layer calculations are based on a built-in transition model. There are no provisions for specifying the transition location in CMARC.





**Figure 4.33 Comparison of CMARC Predicted Skin Friction Coefficient to Experimental Data, after Ref. [12].**

For the two axial locations in front of the transition strip,  $x/2a=0.05$  and  $0.14$ , CMARC predicts a mix of laminar and turbulent flow. A laminar boundary layer is indicated by the data points where  $C_f < 0.002$ . Experimental data indicate strictly laminar flow for these axial locations. CMARC streamlines passing through each circumferential location travel a unique path across different panel geometry from the forward stagnation point to the point of interest. Being an integral two-dimensional boundary layer method, CMARC's empirical transition formula predicts separation for some of the streamlines and laminar flow for the others. In general, CMARC over-predicts skin friction drag in this region due to the mixed flow. If CMARC correctly predicted all laminar flow, the results would be close to experimental results.

Aft of the transition strip at  $x/2a=0.20$ , experimental data indicate fully turbulent flow as expected. CMARC predicts turbulent flow for all but the lower streamline which has a low adverse pressure gradient. At  $x/2a=0.31$  and  $0.48$ , computed skin friction is accurate to within 25%. Aft of  $x/2a=0.48$ , CMARC results are less meaningful due to the large region of separated flow.

## **7. Integrated Skin Friction Forces**

POSTMARC version 1.17.3 contains functionality for performing integrated skin friction calculations. When a CMARC model is processed with the "-p" command line switch, a file with a ".pm" extension is created with the information necessary for POSTMARC to perform boundary layer calculations. POSTMARC then places streamlines on every panel, performs boundary layer calculations and integrates the skin friction loads. Experimental data is integrated as outlined in Appendix B.

Integrated skin friction forces for the prolate spheroid model without wakes are compared to experimental data in Table 4.4. Normal, axial, drag and pitching moment coefficients were all within 40% of the rough estimate provided by integrating the experimental data. This is in keeping with the observations from Figure 4.33. The lift coefficient produced due to skin friction is so small that comparisons between experimental and CMARC data are meaningless.

Force Origin	Force/Moment Coefficient	Experimental AGARD 303-Kreplin	CMARC $\theta_w=117^\circ$	% Difference (CMARC-exp)/exp
Skin Friction Forces	$C_N$	0.0102	0.0071	-30.6%
	$C_A$	0.0610	0.0376	-38.4%
	$C_L$	-0.0006	0.0004	-166.7%
	$C_D$	0.0618	0.0376	-39.2%
	$C_m$	0.0022	0.0019	-12.4%

**Table 4.4 Comparison of Integrated Experimental Skin Friction Forces to the CMARC Model without Wakes, after Ref. [13].**

### 8. Total Integrated Forces

As a final comparison of CMARC results to experimental data, the summed pressure and skin friction force coefficients are presented in Table 4.5. A simple fore/aft wake running from  $x/2a=0.5$  to a partial ring wake at  $x/2a=0.99$  provides good results for all but the axial and drag coefficients. It is concluded that CMARC, with proper wake selection, will provide meaningful force and moment coefficients for the development of stability derivative data. Results for drag coefficient are less meaningful and should be avoided for performance calculations.

Force Origin	Force/Moment Coefficient	Experimental AGARD 303-Kreplin	CMARC $\theta_w=117^\circ$	% Difference (CMARC-exp)/exp
Pressure Forces	$C_N$	0.1924	0.1816	-5.6%
	$C_A$	0.0026	0.0411	1480.8%
	$C_L$	0.1890	0.1717	-9.2%
	$C_D$	0.0359	0.0720	100.6%
	$C_m$	0.9009	0.9003	-0.1%
Skin Friction Forces	$C_N$	0.0102	0.0060	-41.2%
	$C_A$	0.0610	0.0379	-37.9%
	$C_L$	-0.0006	-0.0017	180.0%
	$C_D$	0.0618	0.0388	-37.2%
	$C_m$	0.0022	0.0017	-23.5%
Total Forces	$C_N$	0.2026	0.1876	-7.4%
	$C_A$	0.0635	0.0790	24.4%
	$C_L$	0.1884	0.1700	-9.8%
	$C_D$	0.0977	0.1108	13.4%
	$C_m$	0.9031	0.9020	-0.1%

**Table 4.5** Comparison of Integrated Experimental Forces to the CMARC Model with  $117^\circ$  Wake Placement Angle, after Ref. [12].



## V. AERODYNAMIC MODEL OF THE FROG UAV

### A. BACKGROUND

The Naval Postgraduate School Aeronautics Department is integrating UAV hardware and software to demonstrate autonomous flight, trajectory tracking and automatic landing. A core requirement for flight control law development is a valid aerodynamic truth model for the UAV airframe. A panel code model of the FROG UAV is one method for estimating many of the stability derivatives required for an aerodynamic truth model. This development effort concentrates on finding the  $C_{L\alpha}$  and  $C_{m\alpha}$  longitudinal stability derivatives followed by the  $C_{Y\beta}$ ,  $C_{l\beta}$  and  $C_{n\beta}$  lateral-directional stability derivatives. A future study will continue the development for rate damping and control effectiveness derivatives.

Panel code modeling utility goes beyond the development of aerodynamic coefficients. Flight control systems require accurate pitot-static and angle-of-attack sensor inputs. CMARC accurately solves on-body static pressure distributions and off-body flow velocities over the predominately attached flow fields of fuselage fore bodies. In this study, correction curves are generated for static-pressure source and angle-of-attack probe position errors.

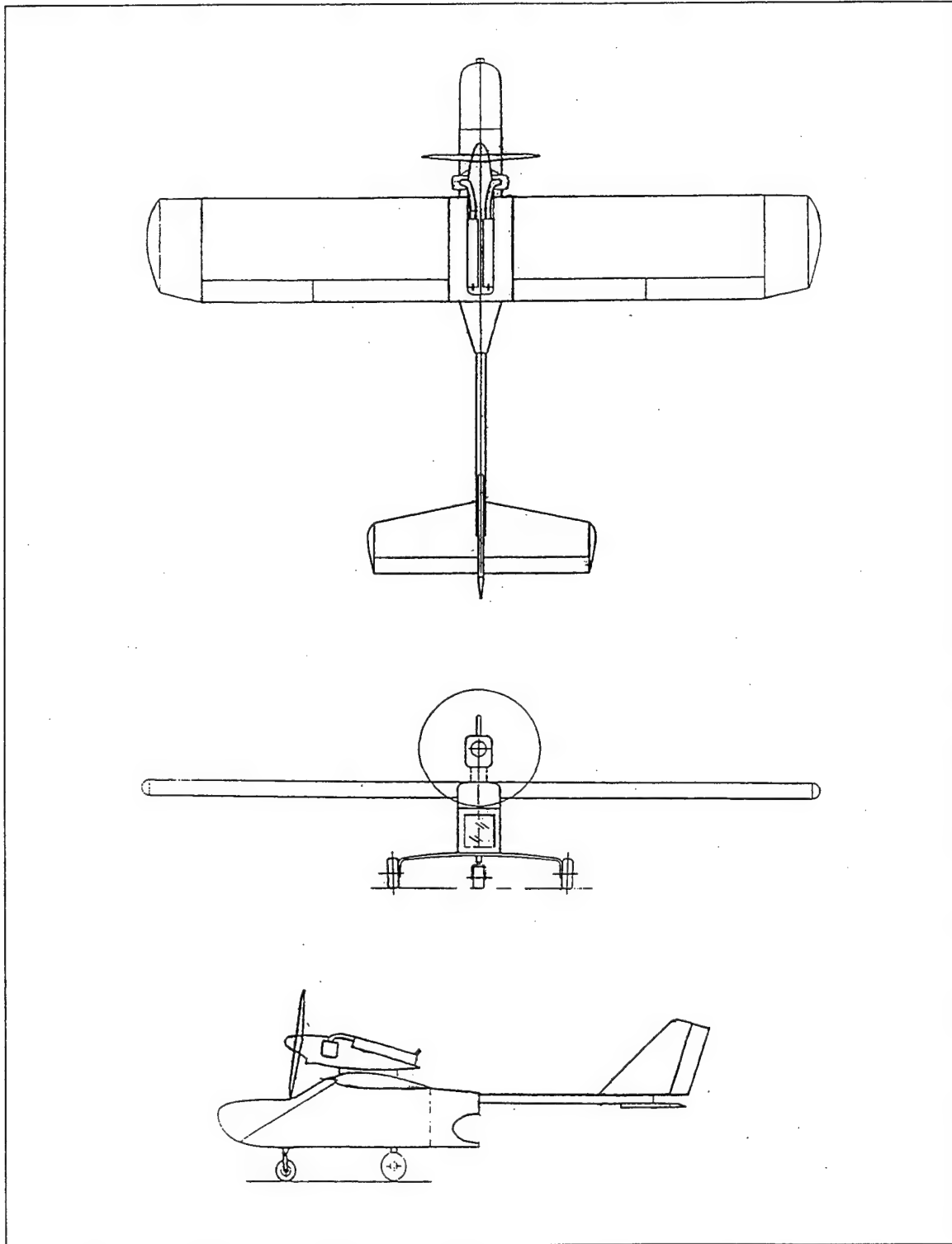
### B. FROG UAV DESCRIPTION

The FROG UAV is a small single engine flight test vehicle used for autonomous flight research by the Naval Postgraduate School Aeronautics Department. The aircraft was originally designated the FOG-R by the U. S. Army. It was designed as a small lightweight, battlefield observation platform that could be guided by a fiber optic data link. Table 5.1 presents the basic aircraft specifications.

The aircraft is somewhat unconventional in that the engine is mounted in a nacelle tractor style above the fuselage and wing. The aft fuselage consists of a 1.75 in. diameter aluminum tube which connects the tail surfaces to the main fuselage. Figure 5.1 displays a three view drawing of the FROG UAV.

PARAMETER	MEASUREMENT/UNITS	
Length	8.125 ft	97.5 in
Height	1.75 ft	21 in
Weight	67.7 lbs	
Power Plant	12 Hp / 2 Cycle	
Wing Airfoil	NACA 2415	
Horiz. Stab. Airfoil	NACA 0006 (Approx.)	
$S_w(S_{ref})$	17.57 ft <sup>2</sup>	2530 in <sup>2</sup>
$S_t$	3.174 ft <sup>2</sup>	457.1 in <sup>2</sup>
$S_v$	0.9818 ft <sup>2</sup>	141.4 in <sup>2</sup>
c	1.66 ft	20 in
$c_t$	0.958 ft	11.5 in
$b_w$	10.54 ft	126.5 in
$b_t$	3.313 ft	39.75 in
$b_v$	1.25 ft	15.0 in
$l_t$	4.44 ft	53.25 in
$l_v$	4.44 ft	53.25 in
$AR_w$	6.32	
$AR_t$	3.46	
$AR_v$	1.59	
$V_H$	0.49	
$V_v$	0.02	

**Table 5.1 FROG UAV Characteristics, after Ref. [1].**



**Figure 5.1 FROG UAV Three-View Drawing.**



The FROG UAV, as operated by NPS, is equipped with airspeed, angle-of-attack, altitude and control surface sensors. In addition, a miniature Inertial Measurement Unit (IMU) captures aircraft attitude, acceleration and body rates. Data is down linked to a mobile SGI workstation through a spread spectrum modem. Onboard GPS provides differential GPS navigation capability with the ground station used as a reference. The aircraft can be flown by conventional radio control or by up-linking flight control commands from the computer workstation.

Current flight control development revolves around the cruise trim point of 60 m.p.h. or 88 ft/s. This flight condition is selected for the development of stability derivative data. Table 5.2 lists the aircraft parameters for the trim flight condition.

PARAMETER	MEASUREMENT	UNITS
Weight	67.73	lbs
IXX	12.52	slug-ft <sup>2</sup>
IYY	8.43	slug-ft <sup>2</sup>
IZZ	18.55	slug-ft <sup>2</sup>
Airspeed	60/88	mph and ft/s
Altitude	800	ft MSL
Air Density	0.002327	slug/ft <sup>3</sup>
Center of Gravity	34.5%	M.A.C
$C_{L \text{ trim}}$	0.4295	n/a
$\alpha_{\text{trim (est)}}$	-1.3	degrees
$\delta_{E \text{ trim}}$	5.1	degrees

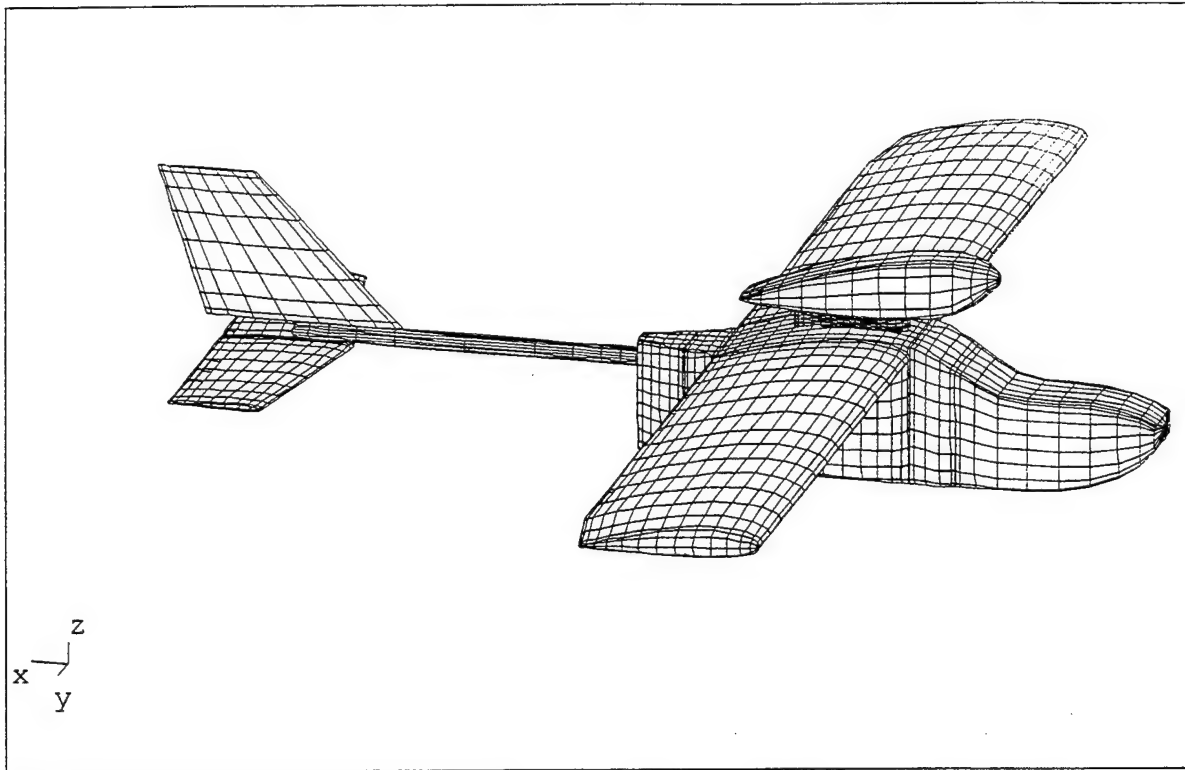
**Table 5.2 FROG UAV Trim Flight Condition, after Ref.[1].**

## **C. FROG UAV MODELING**

### **1. General**

LOFTSMAN is utilized for the creation of all CMARC input file patches except for wing tips. In some cases, CMARC's more efficient built-in capability to model standard NACA 4-digit wing surfaces could have been used. However, future studies will

require flight control surface patches meshed with LOFTSMAN. Therefore, with growth provisions in mind, all patches were created with LOFTSMAN from the start. Figure 5.2 displays the complete FROG UAV model with all patches and wakes activated.



**Figure 5.2 FROG UAV Panel Code Model.**

Some assumptions are made to simplify the modeling process. First, the horizontal and vertical stabilizers are modeled with a NACA 0006 section. The actual surfaces are constructed with a flat section, rounded at the nose and tapered starting at the control surface hinge line to a sharp trailing edge. The NACA 0006 provides a close approximation and allows the use of LOFTSMAN's built-in wing lofting capability. For a potential flow solution, this simplification is considered minor.

A second simplification is made regarding the vertical stabilizer's tip rib orientation. The actual rib is canted down  $5^\circ$  with respect to the longitudinal waterline.

LOFTSMAN will only model a chord line that is parallel to the waterline (constant BL). The vertical tail tip rib is modeled with a constant BL, but the span is adjusted to maintain the same overall surface area.

Finally, there is no attempt to model the tricycle landing gear struts or wheel assemblies. The landing gear components do not contribute significantly to the aerodynamic stability derivatives. However, they certainly need to be taken into account when measuring moments of inertia for a dynamic model.

## **2. Modeling Coordinate System**

The model is developed using a coordinate system selected to simplify fuselage measurements. The +x-axis starts even with the nose and runs aft along the bottom of the fuselage, parallel with the tail boom. The bottom of the fuselage is used as the waterline with +z-axis in the up direction. This allows for easy vertical measurements when the aircraft is placed flat on a horizontal surface. The +y-axis runs from centerline outboard parallel to the right wing. Figure 5.3, which displays static-pressure source and alpha vane locations, also shows the location and origin of the modeling coordinate system.

## **3. LOFTSMAN Patches**

LOFTSMAN is used to generate all the model patches except for wing tips. CMARC's built-in capability is used to create wing tip patches. Appendix H contains listings of all the LOFTSMAN input files. Once a surface is meshed, the mesh is saved to a file as a CMARC/PMARC patch. The resulting text file is then opened, and the text is copied and pasted with any text editor into the patch definition section of the CMARC input file. LOFTSMAN patch files are not listed because they are redundant with the patches in the final CMARC input file listed in Appendix I.

When saving a patch, LOFTSMAN automatically takes care of all CMARC input file formatting except for the TNODS patch continuation or final patch toggle. A patch, as formatted by LOFTSMAN, assumes additional patches will follow in the CMARC input file. Therefore, the last segment's TNODS variable is set TNODS=3. When the patch is the last patch in the input file, the TNODS variable must be manually set to TNODS=5. If CMARC hangs up while reading in geometry information, most likely TNODS=5 is missing on the last patch.

### *a. Fuselage Model*

The fuselage is lofted as a B-type body. A B-type body is used when major portions of the fuselage have a circular or oval cross section. The input file is listed in Appendix H. Only the right side is meshed, with a symmetric left side created by toggling the IPATSYM variable to IPATSYM=1. LOFTSMAN assumes that B-type bodies converge to a specific point at the fore and aft ends. The flat aft fuselage face does not provide this single point. A slight modification was made to the aft face to allow automatic meshing as a B-type body. The center of the aft face is extended very slightly, approximately 1/8 inch, to provide a convergence point for the final rear triangular panels. This small deviation is assumed not affect the aerodynamic fidelity of the model for a potential flow solution.

The right side was originally meshed separately from the wing as a 20 x 20 panel patch. This created a low order fit when the wing patch was butted to the side of the fuselage, resulting in overlapping panels. A final mesh was created that flowed around the wing root and fuselage intersection for a high order fit. All the fuselage panels at the wing root join with the adjacent wing panels. This mesh requires that the fuselage be broken up into six separate panels per side. They are the nose patch, the forward transition patch, the top and bottom wing root patches, the aft transition patch and finally the rear fuselage patch. Some manual editing is required to straighten out panels on the upper fuselage patch. When the six patches are added together, the final configuration is modeled with a 44x15 panel patch.

### *b. Main Wing Patch*

The NACA 2415 wing is created with four separate patches to allow the addition of an aileron mesh at a later date. CMARC comes with a broad selection of "\*.SD" airfoil template files that are automatically loaded during installation. The "NACA2415.SD" file is used for this model. The inboard patch runs from the wing root, past the flaps, to the start of the aileron. The mid patch covers the portion of the wing spanned by the aileron. The outboard patch creates the tapered wing extension. Finally, a semi-circular wing tip patch is added in the input file using CMARC's built-in wing tip functionality. The wing is set to a 4.5° incidence in the LOFTSMAN input file. Alternatively, the patch could be created with zero incidence and then the patch

coordinate system could be rotated in the CMARC input file. Together, the four wing patches add to make a 20 x 30 panel wing model.

#### *c. Horizontal Stabilizer Patch*

The horizontal stabilizer patch is created with a single 10 x 22 mesh using the "NACA0006.SD" airfoil template. No special modifications are required. A tip patch is not added because some of the resulting panels would be too small. In particular, the triangular panels closing out the aft end of the tip are too small in proportion to the other panels. An attempt was made to model horizontal and vertical stabilizer wing tips, but the model will not converge with them. Leaving off tip patches will not significantly influence results according to the CMARC User's Guide [Ref. 2].

#### *d. Vertical Stabilizer Patch*

The vertical stabilizer patch is created with a single 8 x 18 mesh using the "NACA0006.SD" airfoil template. The LOFTSMAN input file is different in that a vertical wing surface requires a modification to the rib axis. The rib axis must be specified with an x-axis rotation of 90°, a y-axis rotation of 0° and an unspecified (999.0) z-axis rotation. No symmetry is selected for the vertical stabilizer because the patch is already symmetric about the y=0 plane. As with the horizontal stabilizer, a tip patch is not added because some of the resulting panels would be too small.

#### *e. Tail Boom Patch*

The tail boom patch is created as a single 12 x 10 mesh using a B-type body. Again, only the right side is meshed due to symmetry. The LOFTSMAN input file requires modifications at both ends in a similar fashion to the aft fuselage. A single point is added to allow convergence of the triangular panels at either end. With this point, the tail boom has the appearance of being tapered at both ends. The point is then manually edited out in the CMARC input file by replacing the "x" coordinate of the beginning and ending section panels with the correct value. In most cases, the tail boom is left out of solution to aid in convergence. This is due to the small overlapping panels at the fuselage tail boom junction. Being a slender, round tube directly in the fuselage slip stream, the tail boom should have little influence on the stability derivatives.

#### *f. Engine Pod Patch*

The engine pod patch, or nacelle, is created as a single 15 x 10 mesh using a B-type body. Only the right side is meshed due to symmetry. The prop spinner is an integral part of the patch. No attempt is made to model the prop, engine heads or exhaust system.

#### *g. Engine Pylon Patch*

The engine pylon patch is modeled with a single 15 x 10 mesh using an A-type body. A-type bodies are used to model surfaces similar to boat hulls with cornered surfaces or sharp chines. In addition, A-type bodies do not require the body to be completely enclosed. As a result, an A-body was selected to model just the sides of the pylon. Only the right side is meshed due to symmetry. A low order fit is achieved with the adjacent fuselage and engine pod panels. This results in questionable pressure distributions. As a result, the pylon patch was turned off for most configurations. A future attempt will be made to create a high order fit between the other patches. This will probably require manual editing of the intersecting patches.

### **4. Common CMARC Input File Errors**

The patches created in LOFTSMAN are assembled into a single CMARC input file with any text editor. A default minimum input file comes with CMARC or any old file may be modified. There are many errors that will cause CMARC to hang up without an error message. The two most common errors are forgetting to designate the last patch and incorrectly numbering the wake patches.

The last patch must be designated by including a TNODS=5 setting in the last section of the last patch. If it is not included, CMARC hangs up when reading in the geometry. In a similar manner, the last wake must be designated with a NODEW=5 setting. If the last wake is not designated, CMARC hangs up while reading in the wake information.

Another common error involves incorrect wake to patch number association. Patch numbering changes whenever patches are disabled or reordered. The KWPATCH field for each wake definition must be checked to make sure it reflects the current patch numbering.

#### **D.     STATIC-PRESSURE SOURCE AND YAW VANE CORRECTIONS THROUGH OFF-BODY FLOW ANALYSIS**

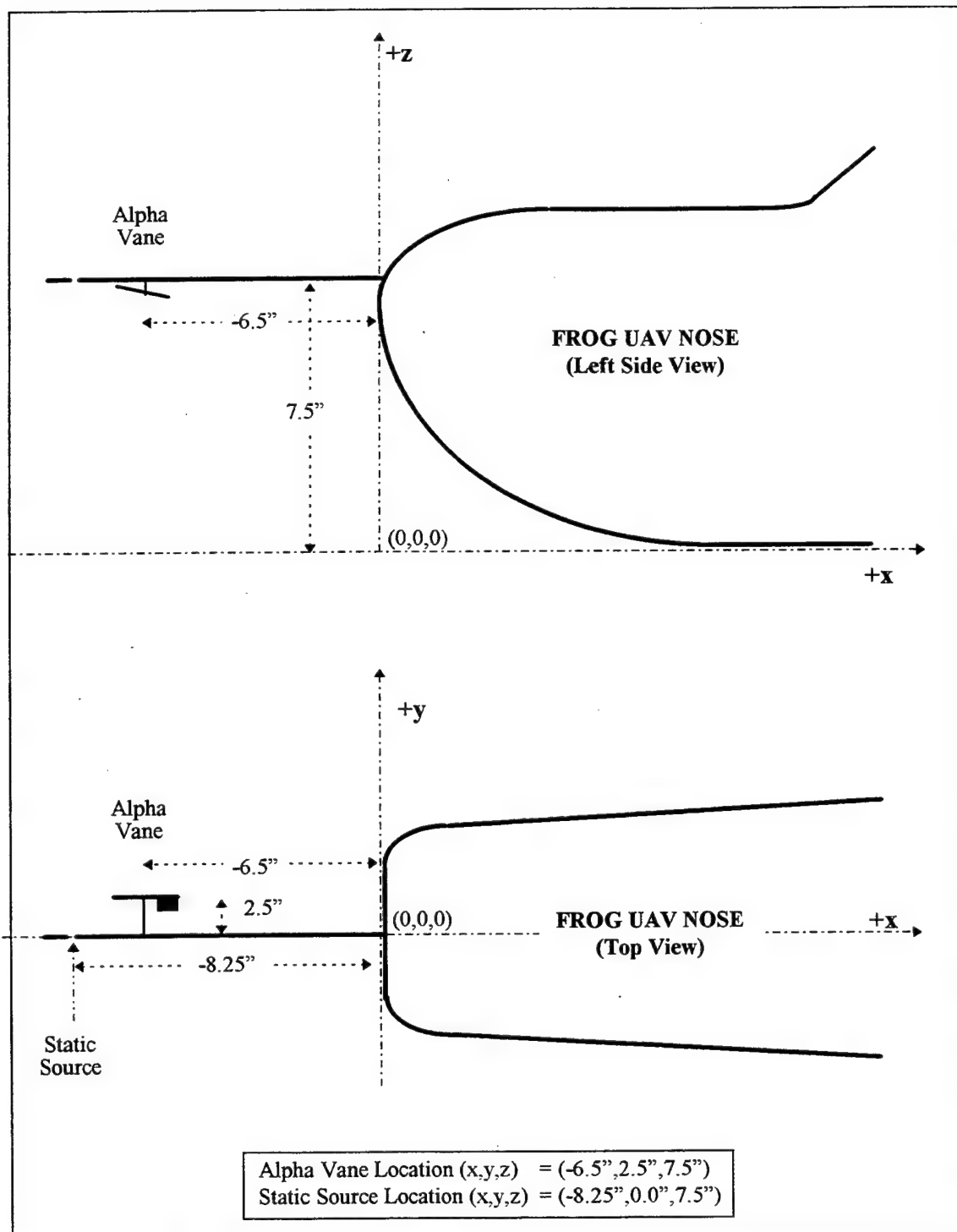
CMARC is ideally suited for off-body flow analysis. Off-body streamlines may be placed through a point anywhere in the flow field. CMARC will then follow the streamline up and downstream the distance designated in the input file. This is particularly useful for flow visualization. In addition, CMARC calculates pressure coefficient and velocity at each point along the streamline. For this study, two streamlines are placed through the locations of the static-pressure source and alpha probe locations. Pressure coefficient is used to quantify static source position error and velocity is used to calculate alpha probe position error as a function of FROG UAV angle-of-attack. Both static pressure and AOA are digitized for down link to the ground station allowing the values to be easily corrected. Either a look-up table or curve fit correction can be applied subsequent to being passed to the flight control routines.

##### **1.     Description of the FROG UAV Pitot-Static and AOA Systems**

The pitot-static system and angle-of-attack probe share a common flight test boom extending from the nose of the UAV. The boom contains both the total and static pressure ports. Figure 5.3 depicts the general dimensions of the flight test boom installation and the modeling coordinate system.

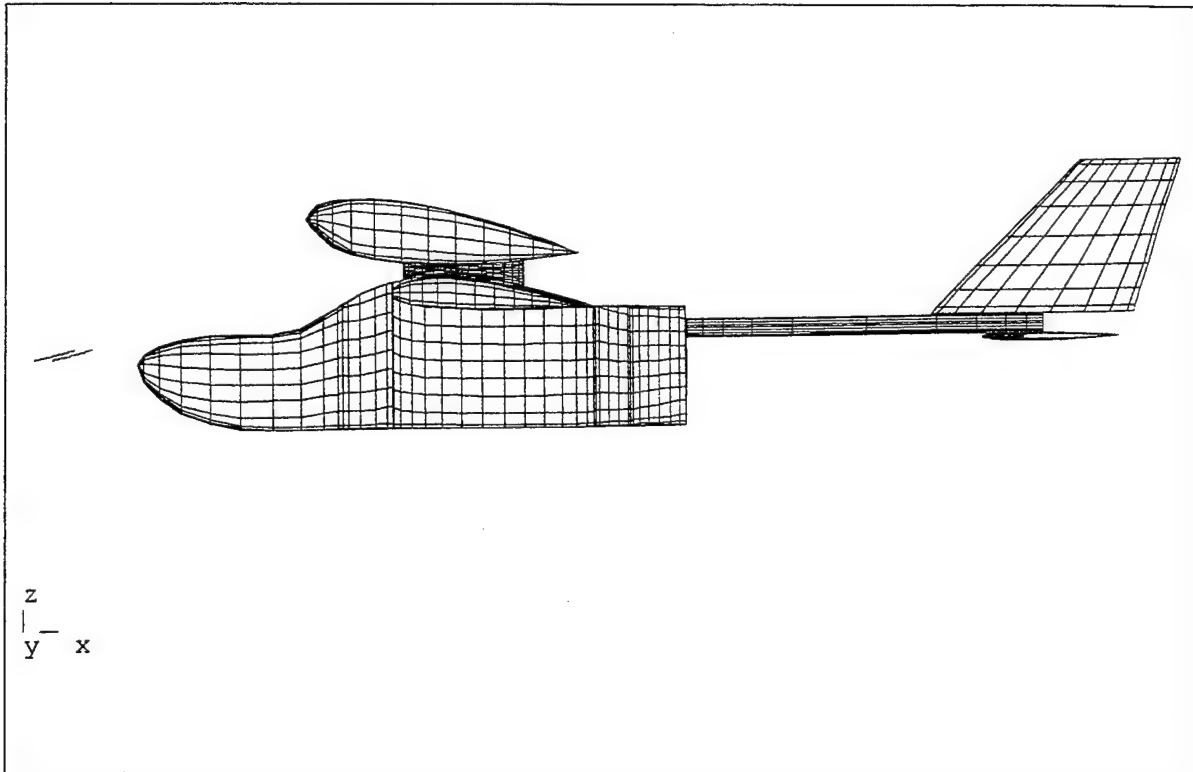
##### **2.     Modeling Off-Body Streamlines**

Streamlines are placed at the two locations indicated in Figure 5.3 which correspond to the static source and alpha probe locations. Two off body streamlines were activated in CMARC by setting NSTLIN=2 in the &SLIN1 line. Only a short distance of 2 inches is selected up and downstream in the SU and SD fields to reduce the size of the output file. Figure 5.4 is a POSTMARC rendering of the two off-body streamlines used for sensor corrections. With the model at  $\alpha_t=0^\circ$ , notice that the streamline is curving up at the angle-of-attack vane location 6.5 inches in front of the aircraft nose.



**Figure 5.3** Diagram of the FROG UAV Pitot-Static and AOA Systems.





**Figure 5.4 FROG UAV Off-Body Streamline visualization with POSTMARC ( $\alpha_t=10^\circ$ ).**

### **3. Analysis of Static Source Position Errors**

In general, the position error pressure coefficient,  $\Delta C_{p_{pe}}$  or  $\Delta P_p/q_c$ , is a function of freestream Mach number and angle-of-attack provided that the static source is located outside of a thick boundary layer and sideslip is minimized [Ref. 13]. In the case of the FROG UAV with incompressible flow,  $\Delta P_p/q_c$  becomes a function of angle-of-attack only. As a result, the corrections can be simply defined as a function of measured angle-of-attack.

A DOS batch file was executed to step the CMARC model through angles-of-attack ranging from  $-8^\circ$  to  $20^\circ$ . The batch file incremented the angle-of-attack using CMARC's command line override feature. In addition, a new output file name was designated for each angle-of-attack. Position error pressure coefficient is then read from the off-body streamline listing of the output file at the location corresponding to the static

source. Table 5.3 lists the values of  $\Delta P_p/q_c$  calculated from CMARC data. Figure 5.5 displays  $\Delta C_{p\ pc}$  as a function of indicated angle-of-attack. The second order influence of angle-of-attack is clear with the second order curve fitting tightly through the data points. Of note, the error is relatively constant for a  $\pm 8^\circ$  band around trim angle-of-attack. For incompressible flow, position error pressure coefficient is independent of airspeed and altitude.

Position error pressure coefficient can be turned into position corrections for airspeed and altitude. The following relations were developed which assume small errors and incompressible flow:

$$\Delta V_{pc} = \frac{V_i \Delta C_p}{2} \quad \text{and} \quad \Delta V_{pc} = V_c - V_i \quad 5.1$$

$$\Delta H_{pc} = \frac{\Delta V_{pc} V_i}{\sigma_{std} g_0} \quad \text{and} \quad \Delta H_{pc} = H_c - H_i \quad 5.2$$

Where:

$\Delta H_{pc}$  is the altitude position correction.

$\Delta V_{pc}$  is the velocity position correction.

$\Delta C_p = \frac{\Delta P_p}{q_c}$  or position error pressure coefficient.

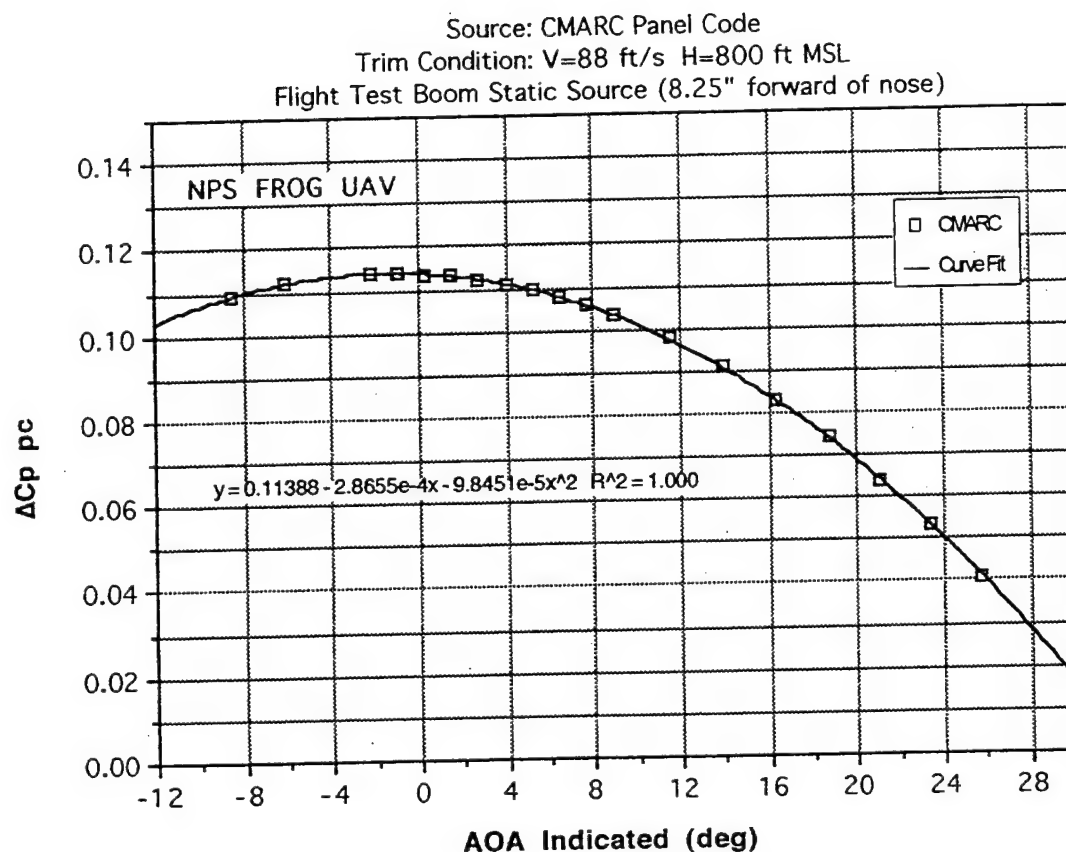
$\sigma_{std}$  is standard day density ratio.

$g_0$  is the gravitational constant.

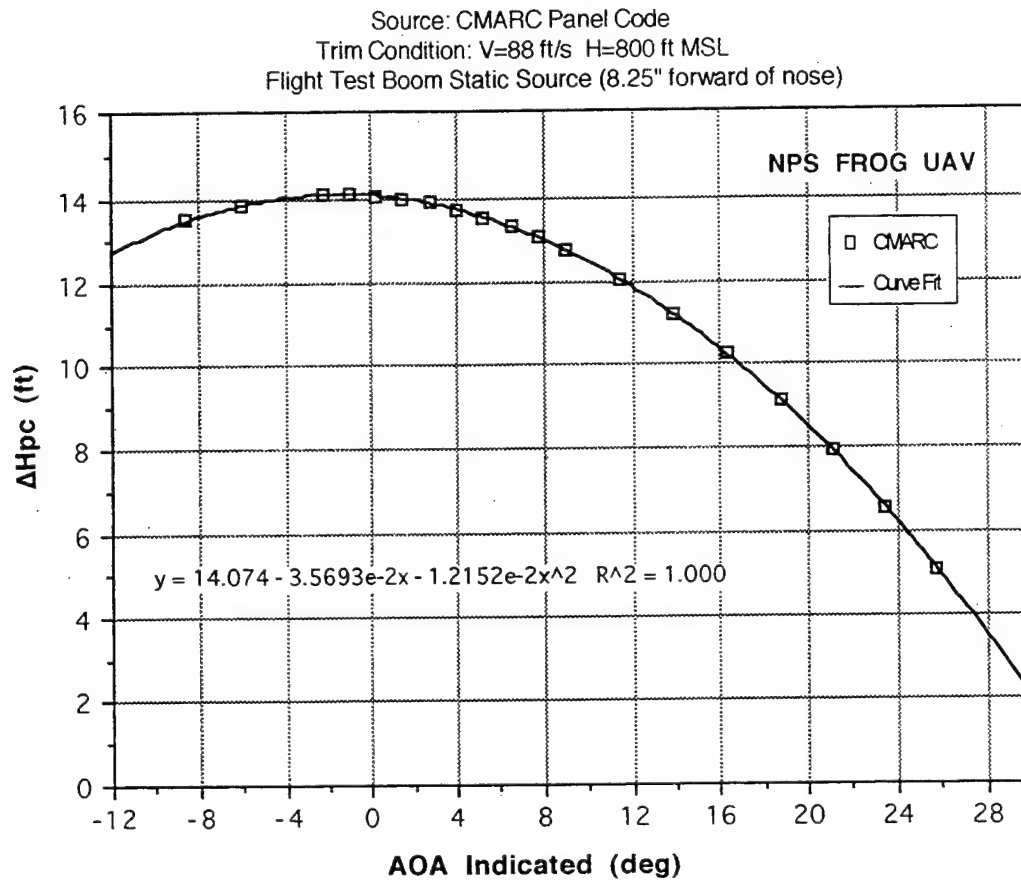
Table 5.3 displays corrections calculated for both airspeed and altitude at the FROG UAV trim condition of 88 ft/s and 800 ft MSL. The corrections are added to the indicated value to obtain the corrected value. Figures 5.6 and 5.7 display the corrections as a function of indicated angle-of-attack. Again, a second order curve fits nicely through the data points. Equations 5.1 and 5.2 can be used to implement a correction algorithm based on airspeed and altitude.

UAV AOA $\alpha_T$ (deg)	$\Delta C_{p_{pc}}$ $\Delta P/q_c$	V Correction $\Delta V_{pc}=V_c-V_i$ (ft/s)	H Correction $\Delta H_{pc}=H_c-H_i$ (ft)
-8	0.1092	4.8	13.5
-6	0.1120	4.9	13.8
-3	0.1141	5.0	14.1
-2	0.1140	5.0	14.1
-1	0.1137	5.0	14.1
0	0.1132	5.0	14.0
1	0.1123	5.0	13.9
2	0.1111	4.9	13.7
3	0.1096	4.8	13.5
4	0.1078	4.8	13.3
5	0.1057	4.7	13.1
6	0.1034	4.6	12.8
8	0.0977	4.3	12.1
10	0.0909	4.0	11.2
12	0.0831	3.7	10.3
14	0.0741	3.3	9.2
16	0.0641	2.8	7.9
18	0.0530	2.3	6.6
20	0.0410	1.8	5.1

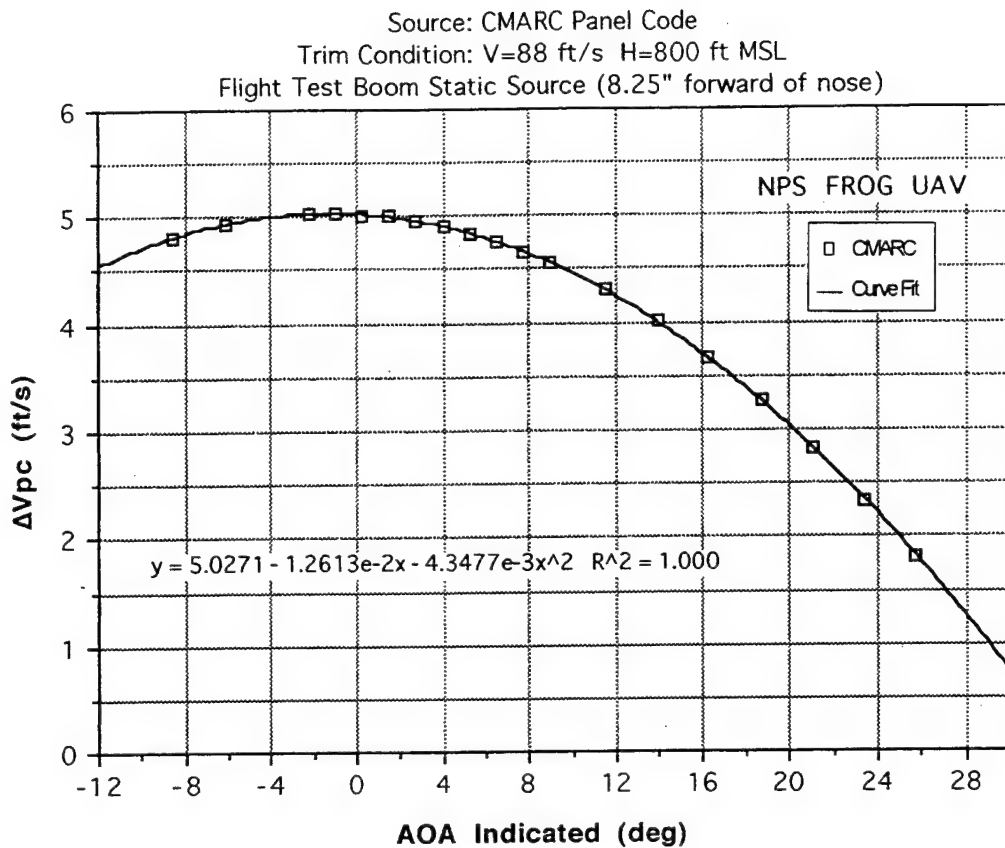
**Table 5.3** Position Error Corrections for the NPS FROG UAV at V=88 ft/s and H=800 ft MSL. Derived from CMARC Panel Code Off-Body Flow Field Analysis.



**Figure 5.5** Position Error Pressure Coefficient,  $\Delta C_{P_{pc}}$ , for the NPS FROG UAV. Derived from CMARC Panel Code Off-Body Flow Field Analysis.



**Figure 5.6** Altitude Position Error,  $\Delta H_{pc}$ , for the NPS FROG UAV at V=88 ft/s and H=800 ft MSL. Derived from CMARC Panel Code Off-Body Flow Field Analysis.



**Figure 5.7** Airspeed Position Error,  $\Delta V_{pc}$ , for the NPS FROG UAV at V=88 ft/s and H=800 ft MSL. Derived from CMARC Panel Code Off-Body Flow Field Analysis.

#### 4. Analysis of Alpha Vane Position Error

Local flow field velocity is extracted from the off-body streamline listing to obtain local angle-of-attack. The alpha vane is assumed to capture the x-z component of the local velocity field and ignore cross flow in the y direction. Flow field velocity is turned into indicated angle-of-attack and angle-of-attack position correction with the following equations:

$$\alpha_i^\circ = a \tan\left(\frac{V_z}{V_x}\right) * \frac{180}{\pi} \text{ degrees} \quad 5.3$$

$$\Delta\alpha_{pc}^\circ = \alpha_t - \alpha_i \text{ degrees} \quad 5.4$$

A DOS batch file is executed to step the CMARC model, with an off-body streamline located at the vane position, through angles-of-attack ranging from  $-8^\circ$  to  $20^\circ$ . Local velocity components are then read from the location corresponding to the alpha vane. Table 5.4 lists the values of  $\Delta\alpha_{pc}$  calculated from CMARC data. Figure 5.8 displays  $\Delta\alpha_{pc}$  as a function of indicated angle-of-attack. Linear and second order curve fit equations are also indicated on Figure 5.8. Angle-of-attack correction is fairly linear through the FROG operating envelope, with approximately  $-1.25$  degrees of position error at the FROG cruise trim condition. The corrections apply at all incompressible airspeeds and all altitudes.

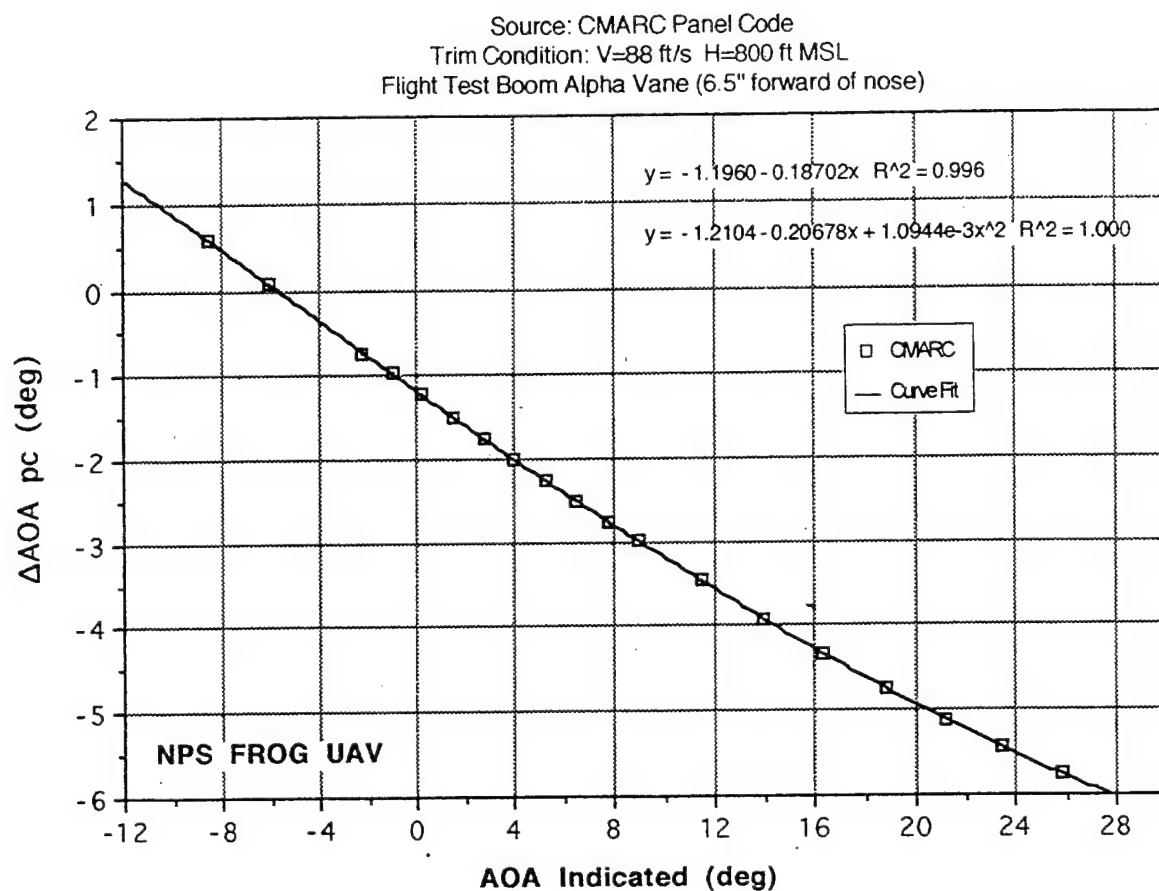
#### 5. Summary of Off-Body Flow Field Analysis

CMARC proved useful for both static-pressure source and alpha vane position corrections. Measured data may be corrected using look-up tables with the values in Table 5.3 and 5.4 or by using the curve fits in Figures 5.5 through 5.8. Flight testing is recommended for validation of sensor corrections obtained from this CMARC off-body flow field analysis.

UAV AOA $\alpha_T$ (deg)	Velocity at Alpha Vane			AOA <sub>Correction</sub> $\Delta\alpha = \alpha_T - \alpha_i$ (deg)	AOA <sub>Indicated</sub> $\alpha_i$ (deg)
	$V_x$ (ft/s)	$V_y$ (ft/s)	$V_z$ (ft/s)		
-8	80.92	1.66	-12.23	0.60	-8.60
-6	81.27	1.65	-8.65	0.08	-6.08
-3	81.60	1.64	-3.21	-0.75	-2.25
-2	81.67	1.63	-1.47	-0.97	-1.03
-1	81.71	1.63	0.28	-1.20	0.20
0	81.73	1.62	2.13	-1.49	1.49
1	81.73	1.61	3.93	-1.75	2.75
2	81.70	1.60	5.72	-2.00	4.00
3	81.66	1.59	7.51	-2.25	5.25
4	81.58	1.58	9.30	-2.50	6.50
5	81.48	1.57	11.08	-2.75	7.75
6	81.37	1.56	12.88	-2.99	8.99
8	81.07	1.53	16.43	-3.46	11.46
10	80.67	1.51	19.98	-3.91	13.91
12	80.17	1.48	23.50	-4.34	16.34
14	79.61	1.46	26.99	-4.73	18.73
16	78.93	1.43	30.47	-5.11	21.11
18	78.18	1.39	33.90	-5.44	23.44
20	77.34	1.36	37.31	-5.75	25.75

**Table 5.4    Angle-of Attack Vane Position Error Corrections for the NPS FROG UAV.    Derived from CMARC Panel Code Off-Body Flow Field Analysis.**





**Figure 5.8** Angle-of-Attack Vane Position Error,  $\Delta\alpha_{pc}$ , for the NPS FROG UAV.  
Derived from CMARC Panel Code Off-Body Flow Field Analysis.

## E. DEVELOPMENT OF BASIC STABILITY DERIVATIVES

In this section, CMARC is used to develop some of the basic longitudinal and lateral-directional stability derivatives for the FROG UAV. The development effort focuses on finding the  $C_{L\alpha}$  and  $C_{m\alpha}$  longitudinal stability derivatives followed by the  $C_{Y\beta}$ ,  $C_{l\beta}$  and  $C_{n\beta}$  lateral-directional stability derivatives. Control power and rate damping derivatives will be the focus of ongoing research.

CMARC contains built-in functionality to integrate forces and moments in all axes over the surface of a body. Forces and moments are automatically normalized into non-dimensional coefficients based on the mean aerodynamic chord, reference wing area, semi-span and center of gravity location in the CMARC BINP9 input line. Coefficients are presented in both wind and body axes. The CMARC model is run at two different angles-of-attack and one sideslip angle. The slope of the force and moment coefficients is then taken to produce the  $C_{L\alpha}$  and  $C_{m\alpha}$  longitudinal derivatives and the  $C_{Y\beta}$ ,  $C_{l\beta}$  and  $C_{n\beta}$  lateral-directional derivatives.

The CMARC model must be analyzed in the linear slope regions of  $\alpha$  and  $\beta$  for valid results. A potential flow solution will not produce satisfactory results for bodies with significant areas of flow separation.

### 1. Longitudinal Stability Derivatives

#### a. Longitudinal Stability Derivative Methods

Three basic longitudinal stability derivatives can be measured with just two runs of the CMARC model. The model is first analyzed at an angle-of-attack corresponding to the estimated trim condition. In this case,  $\alpha_t=0^\circ$  is selected for the first run. A second CMARC run is conducted with angle-of attack incremented one or two degrees.  $C_L$  and  $C_m$  are then extracted manually from the data files. The slope of  $C_L$  and  $C_m$  versus angle-of-attack provide the  $C_{L\alpha}$  and  $C_{m\alpha}$  longitudinal derivatives. For this study, several angles-of-attack were analyzed to check consistency of the slope. In addition,  $\alpha_{trim}$  is calculated from the lift curve slope and trim lift coefficient. Equations 5.5 through 5.7 are used for these calculations. For the longitudinal analysis, only half the model is analyzed. The symmetric calculation mode is selected by setting both  $RSYM=0.0$  and  $IPATSYM=0$  in the CMARC input file.

$$C_{L\alpha} = \frac{(C_{L2} - C_{L1})}{(\alpha_2 - \alpha_1)} * \frac{180}{\pi} \text{ per radian} \quad 5.5$$

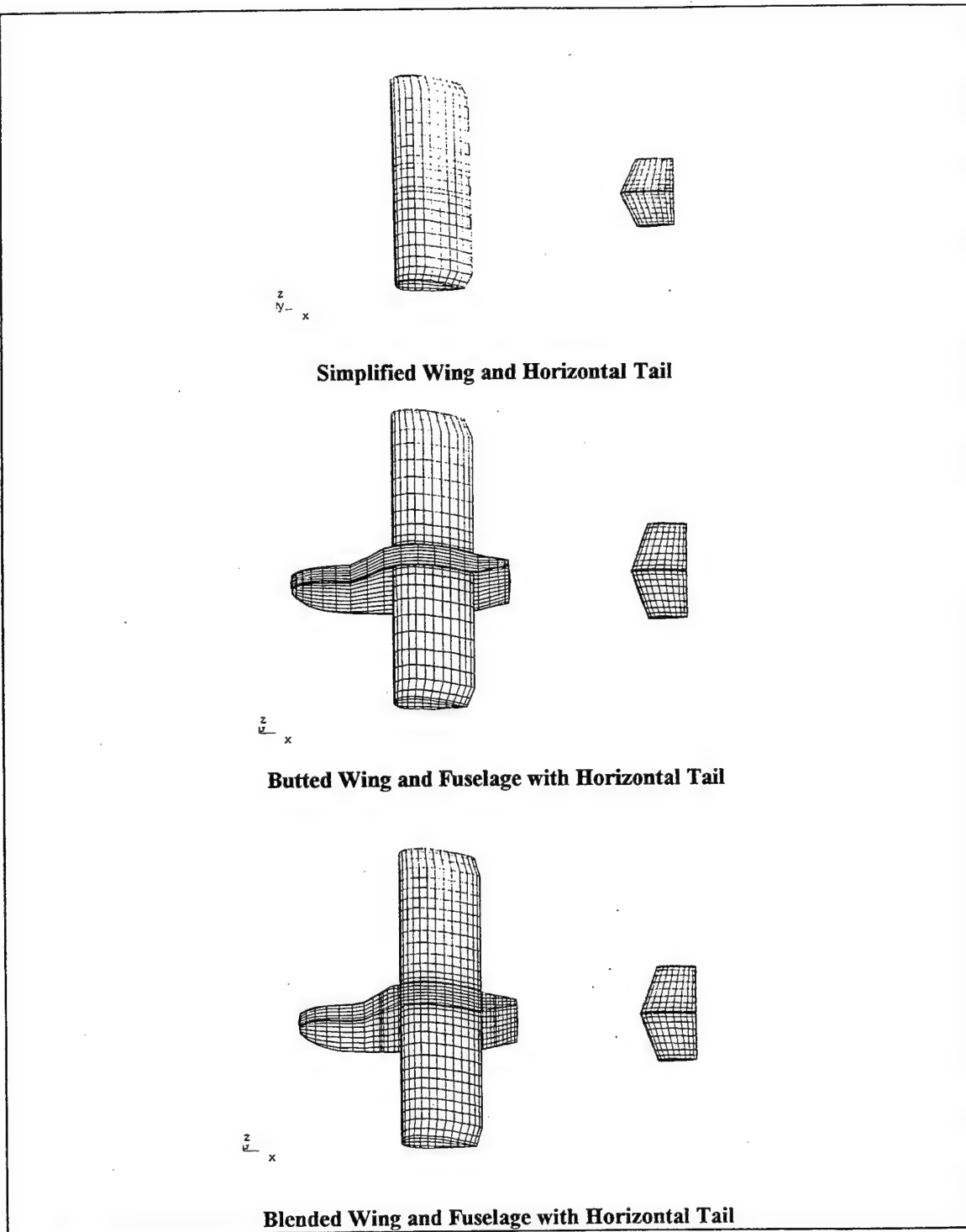
$$C_{m\alpha} = \frac{(C_{m2} - C_{m1})}{(\alpha_2 - \alpha_1)} * \frac{180}{\pi} \text{ per radian} \quad 5.6$$

$$\alpha^\circ_{\text{trim}} = \alpha^\circ_1 + \frac{(C_{L_{\text{trim}}} - C_{L1})}{C_{L\alpha}} * \frac{180}{\pi} \text{ degrees} \quad 5.7$$

Several FROG UAV model configurations were analyzed in a build-up approach to check results against classical calculations and flight test data. Figure 5.9 shows the simplified CMARC models. First, just the wing and horizontal tail were considered. The patches for all other surfaces and wakes were turned off and the wing root was extended to centerline. The FROG fuselage was then analyzed separately and the results were added to the simplified wing and horizontal tail combination. Next, the original butted (low order fit) wing/fuselage and horizontal tail were considered. Finally, the blended wing/fuselage and horizontal tail were analyzed. Values of  $C_{L\alpha}$  and  $C_{m\alpha}$  for these four configurations are presented in Table 5.5.

Classical design calculations are also performed to estimate  $C_{m\alpha}$  for comparison to CMARC results. Equation 5.8 is used for the calculation of  $C_{m\alpha}$ . In classical design, the horizontal tail downwash derivative,  $d\epsilon/d\alpha$ , is generally selected from empirical data. Using a taper ratio of  $TR=1:1$  and aspect ratio of  $AR=6$ ,  $d\epsilon/d\alpha=0.4$  is selected from empirical charts in Ref. [14] for the FROG UAV configuration. A few other values of the horizontal tail downwash derivative,  $d\epsilon/d\alpha$ , are selected to see how well CMARC models downwash effects. Classical design estimates of  $C_{m\alpha}$  for values of  $d\epsilon/d\alpha$  ranging from 0 to 0.4 are presented in Table 5.5 for comparison with CMARC results.

$$C_{m\alpha} = a_w \left[ (h - h_{ac}) - V_H \frac{a_t}{a_w} \left( 1 - \frac{d\epsilon}{d\alpha} \right) \right] \quad 5.8$$



**Figure 5.9 Simplified CMARC Models of the FROG UAV for the Determination of Longitudinal Stability Derivatives.**

Flight test data for the short period and phugoid modes were used for longitudinal parameter estimation. Values for  $C_{L\alpha}$  and  $C_{m\alpha}$  based on preliminary parameter estimation work by Engdahl [pending publication] are presented in Table 5.5. Caution is advised against making definitive comparisons until the work is published.

METHOD	CONFIGURATION <sup>1</sup>	LONGITUDINAL PARAMETERS		
		$\alpha_{trim}^2$ (deg)	$C_{L\alpha}$ (per rad)	$C_{m\alpha}$ (per rad)
CMARC Panel Code	Wing/Horiz Tail	-0.87	4.86	-0.835
	Wing/Horiz Tail + Fuselage	-0.86	4.78	-0.608
	Blended Wing-Fuselage/Horiz Tail	-0.01	4.72	-1.105
	Butted Wing-Fuselage/Horiz Tail	-0.8	5.37	-1.348
Classical Design <sup>3</sup>	Wing/Horiz Tail - $\delta\epsilon/\delta\alpha=0$	-0.78	4.89	-1.50
	Wing/Horiz Tail - $\delta\epsilon/\delta\alpha=0.25$	-0.81	4.85	-1.00
	Wing/Horiz Tail - $\delta\epsilon/\delta\alpha=0.35$	-0.82	4.83	-0.80
	Wing/Horiz Tail - $\delta\epsilon/\delta\alpha=0.40$	-0.82	4.82	-0.70
Parameter Estimation <sup>4</sup>	Flying Aircraft	n/a	4.09	-0.42

NOTES: 1)  $CG_x=34.5\%$  M.A.C. /  $CG_z=8.6"$  from bottom of fuselage.

2) Zero lift wing incidence is  $+6.5^\circ$  from the longitudinal reference line.

3) Classical Design after Ref. [14].

4) Unpublished parameter estimation from flight test data by Engdahl.

**Table 5.5 Comparison of FROG UAV Longitudinal Stability Derivatives.**

***b. Analysis of Longitudinal Stability Data***

The first three configurations in Table 5.5 produce good results for  $C_{L\alpha}$  and reasonable values for  $C_{m\alpha}$ . However, the fourth configuration, the butted wing root and fuselage, produces excessively large values of both  $C_{L\alpha}$  and  $C_{m\alpha}$ . This configuration should be avoided in future models. It is recommended that CMARC model developers spend the time up front to produce the higher fidelity model from the start.

The values produced for  $C_{m\alpha}$  from CMARC are somewhat high when compared with to the classical design calculations. Clearly, some downwash is sensed by the horizontal tail in the CMARC analysis because all values for  $C_{m\alpha}$  are considerably less

than the classical calculation with  $d\epsilon/d\alpha=0$ . Still, high values compared to flight test data indicates that CMARC has a difficult time capturing the complete  $d\epsilon/d\alpha$  downwash effect. This could be due to the requirement to select rigid wakes to prevent the wing wake from impacting the horizontal tail. A more careful wake definition may help capture the tail downwash derivative with more fidelity. A study by Walden et al. [Ref. 15] studied wake turbulence by modeling an aircraft flying in trail of a wake generating wing. A horizontal tail trailing the main wing is a similar configuration. The study found that a streamline-based wake is the best method for modeling downwash effects. This wake definition should be investigated for modeling the  $C_{m\alpha}$  derivative. Of note, the wake diffusion process is neglected in a potential flow analysis.

In summary, CMARC produced accurate values for  $C_{L\alpha}$  and slightly high values of  $C_{m\alpha}$ . Difficulties were encountered trying to model the horizontal tail downwash derivative. A more careful study of the effects of wing wake placement on the downwash derivative is recommended.

## **2. Lateral Directional Stability Derivatives**

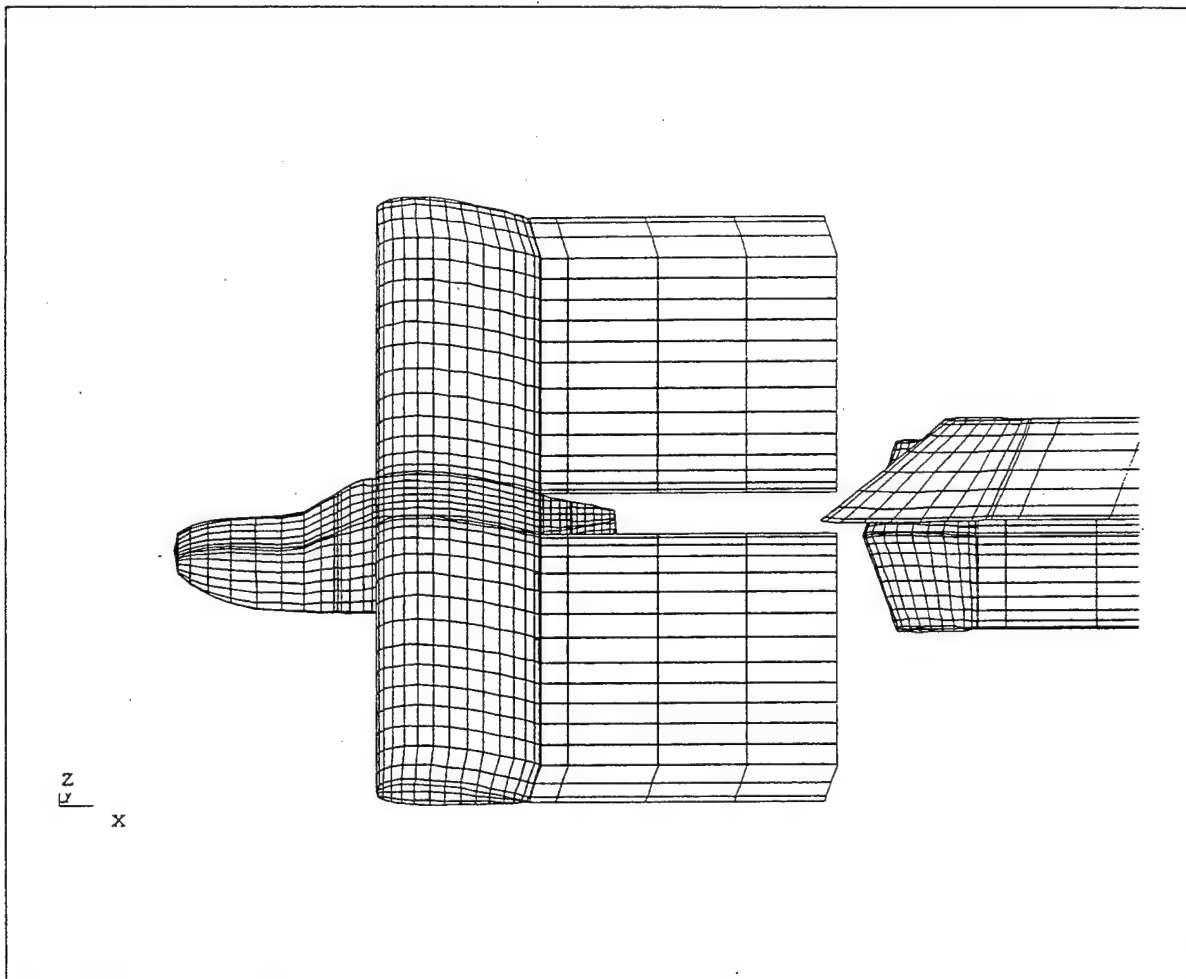
### ***a. Lateral-Directional Stability Derivative Methods***

Development of the lateral-directional stability derivatives is more straight forward than for the longitudinal derivatives because the vertical tail sidewash angle plays a lesser role. However, both sides must be modeled by setting both  $RSYM=1.0$  and  $IPATSYM=1$ . This creates symmetric patches around the  $y=0$  plane allowing CMARC to perform asymmetric calculations around the entire body and significantly increases processing times.

For the lateral-directional axis, the aircraft is modeled with the blended wing and fuselage in combination with the vertical and horizontal stabilizers as shown in Figure 5.10. The engine nacelle and pylon are left off because their wakes impact the vertical tail. In addition, the pylon/fuselage and pylon/nacelle junctions were meshed with a low order, butted fit. This type of junction was found to produce poor results during the longitudinal stability study.

The model is first checked for lateral directional balance at zero yaw angle. The side force, rolling and yawing coefficients should be zero when a trial run is

performed at zero yaw angle. If lateral-directional forces or moments are present, the model and wake geometry should be checked for symmetry.



**Figure 5.10 Simplified CMARC Model of the FROG UAV for the Determination of Lateral-Directional Stability Derivatives.**

Next, a single CMARC run is performed with  $\alpha = \alpha_{\text{trim}}$  and yaw angle set to one degree. The lateral-directional derivatives,  $C_{Y\beta}$ ,  $C_{l\beta}$  and  $C_{n\beta}$ , are then obtained directly with equations 5.9 through 5.11:

$$C_{Y\beta} = \frac{C_Y}{\Delta\beta^\circ} * \frac{180}{\pi} \text{ per radian} \quad 5.9$$

$$C_{l\beta} = \frac{C_l}{\Delta\beta^\circ} * \frac{180}{\pi} \text{ per radian} \quad 5.10$$

$$C_{n\beta} = \frac{C_n}{\Delta\beta^\circ} * \frac{180}{\pi} \text{ per radian} \quad 5.11$$

It should be noted that the stability axis as modeled (x-aft and z-up) differs from the standard flight dynamics stability axis. Care must be taken to reverse the signs of the appropriate coefficients to convert from a CMARC model's stability axis into the flight dynamics stability axes

#### ***b. Analysis of Lateral-Directional Stability Data***

Lateral-directional stability derivatives obtained from CMARC are presented in Table 5.6. For comparison three other sets of data are also presented. The first comes from the classical analysis presented by Papageorgiou in Ref. [1]. The second set comes from estimates based on data recorded from flight test static sideslip maneuvers, also published in Ref. [1]. The third set comes from parameter estimation by Engdahl based on dynamic flight test data. It is unpublished and should be considered preliminary. In all cases, the CMARC lateral-directional stability derivatives produce a closer match to flight test data than those derived from classical methods. It is concluded that CMARC is a good tool for lateral-directional stability analysis.

### **3. Summary of CMARC Stability Derivative Analysis**

In summary, for the longitudinal axis, CMARC produces accurate values for  $\alpha_{trim}$  and  $C_{L\alpha}$  and slightly high values of  $C_{m\alpha}$ . Difficulties may be encountered while trying to model the horizontal tail downwash derivative. A more careful study of the effects wing wake placement on the downwash derivative is recommended. Specifically, modeling should include streamline-based wake placement techniques [Ref. 15]. Analysis of the lateral-directional axis proves more straightforward. Lateral-directional derivatives from CMARC for  $C_{Y\beta}$ ,  $C_{l\beta}$  and  $C_{n\beta}$  provide a closer match to flight test data than the classical estimates. The engine nacelle and pylon should be re-meshed and included in future studies.



Overall, CMARC derived stability derivatives are sufficiently accurate for entry into an initial aerodynamic model. Adjustments through analysis of flight test data will still be required. Future CMARC studies should concentrate on developing the rate damping and control power derivatives.

METHOD	CONFIGURATION <sup>1</sup>	LAT-DIR PARAMETERS		
		$C_{Y\beta}$ (per rad)	$C_{l\beta}$ (per rad)	$C_{n\beta}$ (per rad)
CMARC Panel Code	Blended Wing-Fuselage/Horz/Vert Tails	-0.573	-0.063	0.120
Classical Design <sup>2</sup>	Wing/Fuselage/Vert Tail	-0.310	-0.051	0.058
Flight Test <sup>3</sup>	Flying Aircraft	-0.700	-0.053	0.057
Parameter Estimation <sup>4</sup>	Flying Aircraft	-0.987	-0.094	0.176

NOTES: 1)  $CG_x=34.5\%$  M.A.C. /  $CG_z=8.6"$  from bottom of fuselage.

2) Classical Design calculations by Papageorgio, from Ref. [1].

3) Flight test results from Steady Heading Sideslip, from Ref. [1]

4) Unpublished parameter estimation from flight test data by Engdahl.

**Table 5.6 Comparison of FROG UAV Lateral-Directional Stability Derivatives.**

## VI. CONCLUSIONS AND RECOMMENDATIONS

CMARC is a DOS personal computer hosted panel code adopted from the NASA Ames PMARC code. AeroLogic, Inc., created CMARC by converting PMARC FORTRAN 77 source code into the C language. Significant memory management and command line enhancements were also added. CMARC solves for inviscid, incompressible flow over complex three-dimensional bodies. Emphasis in this study is first placed on verifying CMARC against the PMARC and Naval Postgraduate School Unsteady Potential Flow (UPOT) panel codes. CMARC pressure distributions and boundary layer calculations are then compared to experimental data for an inclined prolate spheroid. Finally, a complex three-dimensional panel model of the Naval Postgraduate School FROG UAV is developed which successfully generates static-pressure source position corrections, alpha vane correction curves and basic stability derivatives.

CMARC results are found to be equivalent to the NASA-Ames PMARC panel code. As expected, pressure distribution and boundary layer calculations from CMARC match exactly those obtained with PMARC. The following enhancements are noteworthy. CMARC, hosted on a Pentium class PC, processes input files significantly faster than PMARC hosted on a networked SGI Indigo<sup>2</sup> UNIX workstation. CMARC's extensive command line functionality greatly enhances batch file processing capabilities. On the other side, CMARC's poor error flagging capability leaves the user frequently spending much time searching for input file mistakes. Improved input file error checking should be incorporated into CMARC functionality.

CMARC integral boundary layer calculations are compared to the two-dimensional finite difference methods implemented in the UPOT code. In general, CMARC provides correct trends for both the transition and separation points. However, in all cases, CMARC predicts early transition and late flow separation. As expected, the differences are greatest at lower Reynolds numbers where boundary layer thickness is larger. An adjustment of the empirical transition and separation models contained in CMARC may prove useful.

CMARC calculations are also compared to wind tunnel data for a 6:1 inclined prolate spheroid model at 10 degrees angle-of-attack. With proper wake placement, CMARC can produce accurate normal force and pitching moment coefficients. Over the three dimensional body, CMARC boundary layer calculations also predict early transition

and late flow separation. Despite inaccuracies, CMARC boundary layer calculations remain useful when used as a design tool for visualizing the trend in transition and separation points with configuration changes.

CMARC integrated skin friction forces are compared to prolate spheroid wind tunnel data. Normal, axial, and pitching moment coefficients for skin friction forces are underpredicted by CMARC, but remain within 40% of integrated experimental data.

The LOFTSMAN and POSTMARC portions of the Personal Simulation Works software suite are used exclusively for the pre-process modeling and post-process visualization of CMARC files. The LOFTSMAN capability to automatically format and generate CMARC input patches is an enhancing characteristic. Functionality should be added to allow the modeling of wing tip ribs that are not parallel to the aircraft butt line.

POSTMARC is an excellent tool for visualizing CMARC output files. The capability to create streamlines and perform boundary layer calculations external to CMARC is extremely useful. However, much time could be saved if POSTMARC maintained previous settings and selections following translations, rotations and re-scaling. Additionally, a capability to overlay multiple data types is desired.

CMARC off-body flow field analysis is useful for both static-pressure source and alpha vane position corrections. Measured data may be corrected using look-up tables or through curve fits of CMARC derived data. Flight testing is recommended for validation of sensor corrections obtained from the CMARC off-body analysis.

For the longitudinal analysis, CMARC produces accurate values for  $\alpha_{trim}$  and  $C_{L\alpha}$  and slightly high values of  $C_{m\alpha}$ . Some difficulties are encountered trying to model the horizontal tail downwash derivative. A more careful study of the effects of wing wake placement on the downwash derivative is recommended.

Analysis of the lateral-directional axis proves more straightforward. Lateral-directional derivatives from CMARC for  $C_{Y\beta}$ ,  $C_{l\beta}$  and  $C_{n\beta}$  provide a closer match to flight test data than classical design calculations. Adjustments through analysis of flight test data may still be required. The engine nacelle and pylon should be re-meshed and included in future studies.

Overall, the CMARC panel code is found to be suitable for aerodynamic modeling of the Naval Postgraduate School FROG UAV. CMARC derived stability derivatives are sufficiently accurate for incorporation into an initial aerodynamic model. Future CMARC studies should concentrate on the development of the rate damping and control power derivatives.

## APPENDIX A.

### DEVELOPMENT OF THE MOMENTUM INTEGRAL EQUATION

The CMARC and PMARC User's Guides contain the development of the implemented boundary layer equations starting from the two-dimensional momentum integral equation. For completeness, the momentum integral equation is developed here to provide continuity.

The development of the momentum boundary layer equations is outlined by Young in Ref. [9]. In 1904 Prandtl first presented his *Boundary Layer Theory* based on the following observations:

- 1) However small the viscosity of a fluid, it cannot be ignored. At the surface, the fluid is at rest compared to the body (no slip condition).
- 2) Shear stresses are directly proportional to the rates of strain.
- 3) The ratio of inertial forces to viscous forces, or Reynolds number, is important in characterizing flow phenomena.
- 4) The full non-linear viscous Navier-Stokes equations are difficult to solve directly. Prandtl observed that simplifications could be made when assuming a thin boundary layer. Viscosity can be ignored outside the boundary layer allowing the use of classical inviscid methods.

Thin boundary layer theory also assumes that the pressure distribution outside the thin boundary layer is transmitted normally through the boundary layer to the surface without loss. CMARC takes advantage of this assumption by neglecting the thickness of the boundary layer and imposes a potential flow solution over the surface.

The momentum integral equation for two-dimensional incompressible flow is the starting point for the boundary layer analysis outlined in References [2] and [4]. It is obtained through the following total energy integral analysis as outlined by Young in Ref. [9].

Figure A.1 depicts an incremental portion of a two-dimensional boundary layer.

The mass flow rate ( $\dot{m}$ ) across each side is given by:

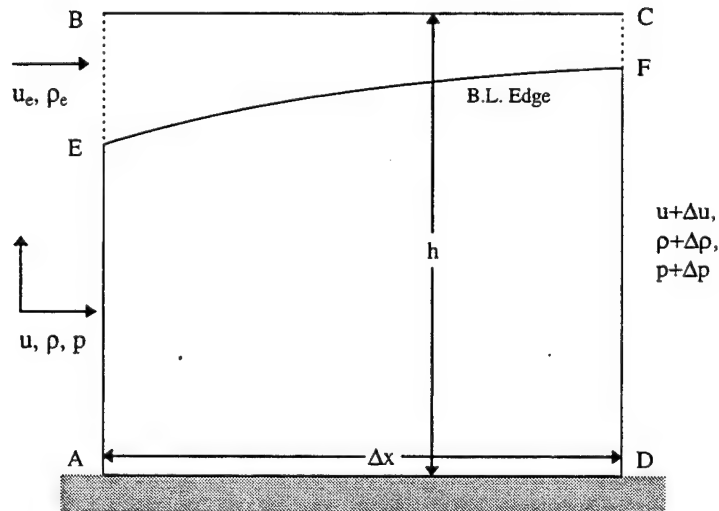
$$\dot{m}_{AD} = 0$$

$$\dot{m}_{DC} - \dot{m}_{AB} = \frac{d}{dx} \left[ \int_0^h \rho u dz \right] \Delta x + O(\Delta x^2)$$

$$\dot{m}_{BC} = \rho_e w_h \Delta x \quad \text{and} \quad \dot{m}_{DC} - \dot{m}_{AB} = \dot{m}_{BC} \quad \text{from continuity.}$$

A.1

$$\therefore \rho_e w_h = \frac{d}{dx} \left[ \int_0^h \rho u dz \right] + O(\Delta x)$$



**Figure A.1** Elementary boundary layer section for deriving the momentum integral equation for two-dimensional flow, after Ref. [9].

Similarly, the rate of momentum transport across each boundary is given by:

$$AD: = 0$$

$$DC - AB: = \frac{d}{dx} \left[ \int_0^h \rho u^2 dw \right] + O(\Delta x^2) \quad A.2$$

$$BC: = \rho w_h \cdot u_e \Delta x = u_e \frac{d}{dx} \left[ \int_0^h \rho u dz \right] \Delta x + O(\Delta x^2)$$

The force due to pressure on the sectional boundary layer element is given by:

$$= -h \Delta p = -h \left( \frac{dp}{dx} \right) \Delta x + O(\Delta x^2) \quad A.3$$

And, the friction force exerted by the wall is:

$$= -\tau_w \cdot \Delta x \quad A.4$$

Summing the momentum terms and equating them to the forces while taking the limit as

$\Delta x \rightarrow 0$  yields the momentum integral equation:

$$\frac{d}{dx} \left( \int_0^h \rho u dz \right) = -h \frac{dp}{dx} - \tau_w \quad A.5$$

It is more convenient to express the relation in terms of displacement and momentum thickness by substituting the following:

$$-\frac{dp}{dx} = \rho_e u_e \frac{du_e}{dx} \quad A.6$$

The momentum integral is then reduced to:

$$\frac{d}{dx} \left[ \int_0^h \rho u (u - u_e) dz \right] + \frac{du_e}{dx} \left[ \int_0^h \rho u dz \right] = h \rho_e u_e \frac{du_e}{dx} - \tau_w \rightarrow \frac{d}{dx} \left[ \int_0^h \rho u (u - u_e) dz \right] + \frac{du_e}{dx} \left[ \int_0^h (\rho u - \rho u_e) dz \right] = -\tau_w$$

$$\text{or } \frac{d}{dx} (\rho_e u_e^2 \theta) + \frac{du_e}{dx} \rho_e u_e \delta^* = \tau_w \quad A.7$$

$$\text{Where } d^* = \int_0^h \left(1 - \frac{ru}{r_e u_e}\right) dz \quad \text{and} \quad q = \int_0^h \frac{ru}{r_e u_e} \left(1 - \frac{u}{u_e}\right) dz \quad \text{A.8}$$

Substituting  $H = \delta^*/\theta$ , where  $H$  is the boundary layer shape factor, and rearranging after the chain rule, the momentum integral can be written in as:

$$\frac{d\theta}{dx} + \frac{1}{u_e} \frac{du_e}{dx} \theta(H+2) + \frac{\theta}{\rho_e} \frac{dp_e}{dx} = \frac{\tau_w}{\rho_e u_e^2} \quad \text{A.9}$$

And finally, by substituting  $C_f = \frac{\tau_w}{\frac{1}{2} q_\infty} = \frac{2\tau_w}{\rho_e u_e^2}$ , one obtains Equation 16 in References [2]

and [4]:

$$\frac{d\theta}{dx} + \frac{1}{u_e} \frac{du_e}{dx} \theta(H+2) + \frac{\theta}{\rho_e} \frac{dp_e}{dx} = \frac{C_f}{2} \quad \text{A.10}$$

From here, the CMARC or PMARC guides provide a detailed development of the implemented boundary layer models.

## APPENDIX B.

### INTEGRATION OF AERODYNAMIC FORCES OVER THE SURFACE OF A PROLATE SPHEROID

The experimental set-up in Ref. [12] did not include measurement of forces. However, it was deemed that the 2000+ pressure and 500+ skin friction measurements would be sufficient to allow the integration of measurements over the surface of the prolate spheroid for a good approximation of total force and moment coefficients. The following technique is developed to provide an estimate of integrated pressure and friction forces. Symmetry is assumed. Appendix C lists the entire MATLAB program which implements the technique that follows.

In general the pressure force is given by:

$$\bar{F}_p = \iint_S P \bar{n} dS, \quad \bar{n} \text{ is a unit surface normal} \quad \text{B.1}$$

However, the test data is provided discretely in cylindrical coordinates, resulting in the following discrete double summation:

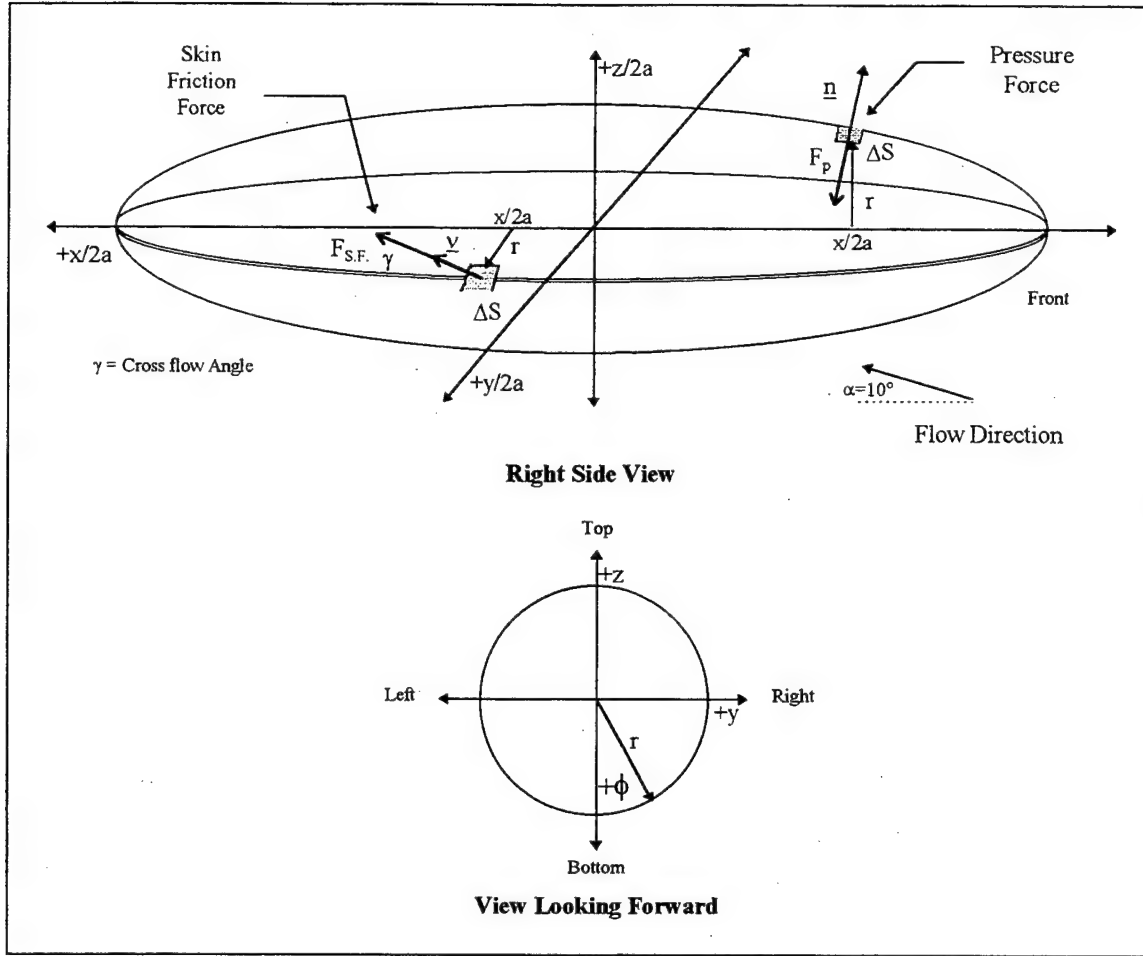
$$\bar{F}_p = \sum_{x/2a} \sum_{\phi} P \bar{n} r \Delta \phi \Delta x / 2a, \quad \text{where } dS = r \Delta \phi \Delta x / 2a \quad \text{B.2}$$

Figure B.1 shows a diagram of the pressure and skin friction acting over the incremental surface areas,  $\Delta S$ . The pressure and skin friction coefficients, scalars, are assumed to be constant over the incremental surface.

$$\Delta \bar{F}_p = P \bar{n} r \Delta \phi \Delta x / 2a = (q C_p + p_\infty) \bar{n} \Delta S, \quad \text{B.3}$$

$$\text{where } C_p = \frac{P - P_\infty}{q} \Rightarrow P = C_p \cdot q + P_\infty \quad \text{B.4}$$





**Figure B.1 Prolate Spheroid Geometry and Forces**

Free stream pressure ( $P_\infty$ ), assumed to be constant, can be dropped from the integration due to symmetry. This leaves the following relation:

$$F_p = \sum_{x/2a=0}^1 \sum_{\phi=0}^{360} q C_p \bar{n} r \Delta\phi \Delta x / 2a \quad \text{B.5}$$

Likewise, skin friction can also be integrated using the following relations:

$$\Delta F_{SF} = q C_f \bar{v} \Delta S = q C_f \bar{v} r \Delta\phi \Delta x / 2a, \text{ where } \bar{v} \text{ is a unit velocity vector} \quad \text{B.6}$$

$$F_{SF} = \sum_{x/2a=0}^1 \sum_{\phi=0}^{360} q C_f r \bar{v} \Delta \phi \Delta x / 2a$$

B.7

The pressure force coefficients, normalized by  $S = \pi b^2$  and  $\bar{c} = 2b$ , are yielded by discretely integrating the following equations in a cylindrical coordinate system:

$$C_{N_p} = \frac{N_p}{q_\infty S}, \quad N_p = 2 \sum_{i=1}^m \sum_{j=1}^n - (q_\infty C_p r \bar{n}) \cdot \bar{k} \Delta \phi_j \Delta x_i / 2a \quad \text{B.8}$$

$$C_{A_p} = \frac{A_p}{q_\infty S}, \quad A_p = 2 \sum_{i=1}^m \sum_{j=1}^n - (q_\infty C_p r \bar{n}) \cdot \bar{i} \Delta \phi_j \Delta x_i / 2a \quad \text{B.9}$$

$$C_{M_p} = \frac{M_p}{q_\infty S \bar{c}}, \quad M_p = 2 \sum_{i=1}^m \sum_{j=1}^n [(q_\infty C_p r \bar{n}) \cdot (x_i / 2a \cdot \bar{k} - z_i / 2a \cdot \bar{i})] \Delta \phi_j \Delta x_i / 2a \quad \text{B.10}$$

Where the surface unit normal is given by:

$$\text{Unit Normal: } \bar{n} = -\frac{m}{\sqrt{m^2 + 1}} \bar{i} + \frac{\sin(\phi)}{\sqrt{m^2 + 1}} \bar{j} - \frac{\cos(\phi)}{\sqrt{m^2 + 1}} \bar{k} \quad \text{B.11}$$

The skin friction coefficients, normalized by  $S = \pi b^2$  and  $\bar{c} = 2b$ , are yielded by discretely integrating the following equations in a cylindrical coordinate system:

$$C_{N_{SF}} = \frac{N_{SF}}{q_\infty S}, \quad N_{SF} = 2 \sum_{i=1}^m \sum_{j=1}^n (q_\infty C_f r \bar{v}) \cdot \bar{k} \Delta \phi_j \Delta x_i / 2a \quad \text{B.12}$$

$$C_{A_{SF}} = \frac{A_{SF}}{q_\infty S}, \quad A_{SF} = 2 \sum_{i=1}^m \sum_{j=1}^n (q_\infty C_f r \bar{v}) \cdot \bar{i} \Delta \phi_j \Delta x_i / 2a \quad \text{B.13}$$

$$C_{M_{SF}} = \frac{M_{SF}}{q_\infty S \bar{c}}, \quad M_{SF} = 2 \sum_{i=1}^m \sum_{j=1}^n [(q_\infty C_f r \bar{v}) \cdot (-x_i / 2a \cdot \bar{k} + z_i / 2a \cdot \bar{i})] \Delta \phi_j \Delta x_i / 2a \quad \text{B.14}$$

Where the unit surface velocity vector is given by:

$$\bar{v} = \frac{\cos(\gamma)}{\sqrt{m^2 + 1}} \bar{i} + \left[ \frac{m \sin(\phi) \cos(\gamma)}{\sqrt{m^2 + 1}} + \cos(\phi) \sin(\gamma) \right] \bar{j} + \left[ -\frac{m \cos(\phi) \cos(\gamma)}{\sqrt{m^2 + 1}} + \sin(\phi) \sin(\gamma) \right] \bar{k}$$

B.15

The surface and local slope of a prolate spheroid comes from the following relations:

$$\text{Prolate Spheroid: } \frac{x^2}{a^2} + \frac{r^2}{b^2} = 1 \quad \Rightarrow \quad \text{slope } m = \frac{dr}{dx} = -\frac{bx}{a^2 \sqrt{1 - \frac{x^2}{a^2}}} \quad \text{B.16}$$

Note: The forces are summed over half the spheroid,  $\phi = 0 \rightarrow 180^\circ$ , and doubled.

The y-direction forces and the roll and yaw moments are neglected zero due to symmetry.

## APPENDIX C.

### MATLAB PROGRAMS TO INTEGRATE AERODYNAMIC FORCES OVER THE SURFACE OF A PROLATE SPHEROID

Jun 4 1997 02:18
icp\_prolate.m
Page 1

```

% This Matlab M-file script performs a first order (linear approximation)
% integration of pressure forces over a 6:1 prolate spheroid. Central Differencing
% of location is used for the first order integration routine. Data is input from
% AGARD AR-303 Test C-2 as rotation angle, x/c, and Cp. Data is for two test
% conditions, AOA = 10 and 29.7 degrees.

clear
% Load in experimental data for AOA = 10 degrees, Re = 7.7x10e6, Vinf = 55 m/s:
% M = 0.162
load cpl0data
fid1=fopen('icp10raw','r+'); %open file for printing step data for error checking
fprintf(fid1,'i      j      l      phi      dphi      x      M      r      dx      Cp
nx      ny      nz      dS      dN      dA      dm      \n');
data = [cpl0data(:,2) cpl0data(:,4) cpl0data(:,5)]; % Extract columns 2,4,5
nphi = 40; nxc = 42; %Initialize # of rotation steps and pressure ports
m = 0; N = 0; A = 0; Si = 0; % Initialize summed forces to zero
a = 0.5; b = 0.5/6; % a and b for 6:1 Prolate Spheroid
S = pi*b^2; % Reference area - max cross section
for i = 1:nphi
    for j = 1:nxc
        l = (i-1)*nxc+j;
        phi = data(l,1);
        x = data(l,2)-a;
        Cp = data(l,3);
        r = b*sqrt(1-x^2/a^2);
        M = -b*x/(a^2*sqrt(1-x^2/a^2+.000001));
        z = -r*cos(phi);
        nx = -M/sqrt(M^2+1);
        ny = sin(phi/57.296)/sqrt(M^2+1);
        nz = -cos(phi/57.296)/sqrt(M^2+1);
        nt=sqrt(nx^2+ny^2+nz^2);
        if j == 1
            dx = data(l+1,2)/2; % dx at first pressure port
        elseif j == nxc
            dx = (2*a-data(l-1,2))/2; % dx at last pressure port
        else
            dx = (data(l+1,2)-data(l-1,2))/2; % central differencing at interme
diate pressure ports
        end
        if i == 1
            dphi = data((i*nxc+1),1)/2;
        elseif i == nphi
            dphi = (180-data((i-1)*nxc,1))/2;
        else
            dphi = (data((i*nxc+1),1)-data((i-1)*nxc,1))/2;
        end
        dS = r*dphi/57.296*dx*sqrt(M^2+1);
        dN = 2*(-Cp)*dS*nz;
        dA = 2*(-Cp)*dS*nx;
        dm = 2*(-Cp)*dS*(-x*nz+z*nx);
        N = N+dN;
        A = A+dA;
        m = m+dm;
        raw(l,:)= [i j l phi dphi x M r dx Cp nx ny nz dS dN
dA dm];
        Si=Si+2*dS;
    end
end
CN_AOA10 = N/S
CA_AOA10 = A/S
CM_AOA10 = m/(S*2*b)
Si
fprintf(fid1,'%3.0f %3.0f %5.0f %5.2f %6.4f %4.3f %5.2f %6.3f %6.4f %4.3f
%4.3f %4.3f %8.7f %8.7f %8.7f %8.7f %8.7f\n','raw');
fprintf(fid1,'i      j      l      phi      dphi      x      M      r      dx      Cp
nx      ny      nz      dS      dN      dA      dm      \n');
fclose('all');

```

```

% This Matlab M-file script performs a first order (linear approximation)
% integration of skin friction over a 6:1 prolate spheroid. Central Differencing
% of location is used for the first order integration routine. Data is input from
% AGARD AR-303 Test C-2 as rotation angle, x/c, Cf and gamma (crossflow angle). Dat
a is for two test
% conditions, AOA = 10
clear
% Load in experimental data for AOA = 10 degrees, Re = 7.7x10e6, Vinf = 55 m/s:
% M = 0.162
load cfl0reorder
%fidl=fopen('icf10raw','r+');
%fprintf(fidl,'i      j      l      phi      dphi      x      r      m      dx      Cf
gamma      vx      vy      vz      dS      dN      dA      dm \n');

data = [cfl0reorder(:,2) cfl0reorder(:,1) cfl0reorder(:,3) cfl0reorder(:,4)]; % Extr
act columns 2,4,5
nphi = 74; nxc = 12; %Initialize # of rotation steps and pressure ports
Nsf=0; Asf=0; msf=0;
m = 0; N = 0; A = 0; Si=0; % Initialize summed forces to zero
a = 0.5; b = 0.5/6; % a and b for 6:1 Prolate Spheroid
S = pi*b^2; % Reference area - max cross section
for i = 1:nxc
    for j = 1:nphi
        l = (i-1)*nphi+j;
        phi = data(l,1);
        x = data(l,2)-a;
        Cf = data(l,3);
        gamma = data(l,4);
        r = b*sqrt(1-x^2/a^2);
        M = -b*x/(a^2*sqrt(1-x^2/a^2+0.000001));
        z = -r*cos(phi);
        vx = cos(gamma/57.3)/sqrt(M^2+1);
        vy = M*sin(phi/57.296)*cos(gamma/57.3)/sqrt(M^2+1)+cos(phi/57.3)*sin(gamma/
57.3);
        vz = -M*cos(phi/57.296)*cos(gamma/57.3)/sqrt(M^2+1)+sin(phi/57.3)*sin(gamma
/57.3);
        nt=sqrt(vx^2+vy^2+vz^2);
        if i == 1
            dx = data(nphi+1,2)/2; % dx at first hot film sensor
        elseif i == nxc
            dx = (2*a-data(((i-1)*nphi),2))/2; % dx at last hot film
sensor
        else
            dx = (data((i*nphi+1),2)-data(((i-1)*nphi),2))/2;
        end
        if j == 1
            dphi = data((l+1),1)/2;
        elseif j == nphi
            dphi = (180-data(l-1,1))/2;
        else
            dphi = (data(l+1,1)-data(l-1,1))/2;
        end
        dS = r*dphi/57.296*dx*sqrt(M^2+1);
        dN = 2*(Cf)*dS*vz;
        dA = 2*(Cf)*dS*vx;
        dm = 2*(Cf)*dS*(-x*vz+z*vx);
        Nsf = Nsf+dN;
        Asf = Asf+dA;
        msf = msf+dm;
        raw(l,:)= [i j l phi dphi x M r dx Cf gamma vx vy vz
        dS dN dA dm];
    end
end
CNSf_AOA10 = Nsf/S
CAsf_AOA10 = Asf/S
CMSf_AOA10 = msf/(S^2*b)
%fprintf(fidl,'%3.0f %3.0f %5.0f %5.2f %6.4f %4.3f %5.2f %6.3f %6.4f %6.5f
%4.1f %4.3f %4.3f %8.7f %8.7f %8.7f %8.7f\n ',raw');
%fclose('all');

```

# APPENDIX D. REPRESENTATIVE CMARC/PMARC SPEED TEST FILE

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24p1600.in

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4V33	X1=	-0.1000, V1=	1.5000, Z1=	0.1000, NPT1=	0.	4END
4V34	X2=	-0.1000, V2=	1.5000, Z2=	0.1000, NPT2=	20.	4END
4V35	X3=	1.1000, V3=	1.5000, Z3=	-0.1000, NPT3=	25.	4END
4V36	XR0=	2.0000, VR0=	2.0000, ZR0=	0.0000, INTVSC=	1.	4END
4V37	XR1=	4.0000, VR1=	2.0000, ZR1=	0.0000, INTVSC=	1.	4END
4V38	XR2=	2.0000, VR2=	2.0000, ZR2=	0.0000, INTVSC=	1.	4END
4V39	NRAD=	5.	NRHI=	12.	NUEN=	3.
4SLIN1	INSTLIN=	0.	SV0=	1.0000, SZ0=	-0.5000.	4END
4SLIN2	SK0=	-2.0000, SV0=	10.0000, SD=	0.2500, INTSL=	1.	4END

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24p1600.in

Page 1

HAC2415 RECTANGULAR WING - 1600 Panels for CHARC/PMARC Time Trials  
 b=20 FT. char=1.00 FT. AR = 20 Re = 1,000,000 Vinf = 157.23 FT/S  
 File purpose: For comparison of CHARC / PMARC processing times.

Created: 5/18 by Steve Pollard

4BHP2	LSTINP=2.	LSTOUT=0.	LSTERO=0.	LPLTYP=1.	4END
4BHP3	LSTGEO=0.	LSTRAB=0.	LSTRAC=0.	LSTCPV=0.	4END
4BHP4	HAXITS=500.	DSTPT=0.5.	SOLRES=0.0005.		4END
4BHP5	RSYM=0.0.	RCPR=0.0.	REF=5.0.	RCORE=0.0080.	4END
4BHP6	VINF=157.23.	VROUND=1116.0.			4END
4BHP7	ALDEG=10.00.	YVANG=0.0.	PHIDOT=0.0.	PSIDOT=0.0.	4END
4BHP8A	PHIMAX=0.0.	THIMAX=0.0.	PSIMAX=0.0.		4END
4BHP8B	WRX=0.0.	WRY=0.0.	WRZ=0.0.		4END
4BHP8C	DMAX=0.0.	DMY=0.0.	DMZ=0.0.		4END
4BHP8D	WTX=0.0.	WTY=0.0.	WTZ=0.0.		4END
4BHP9	GBAR=1.00.	SREF=20.	SSPAN=10.		4END
4BHP10	RMPX=0.25.	NCHGE=0.	RMPZ=0.00.		4END
4BHP11	NRPCCH=0.	CZDUB=0.0.	VREF=0.0.		4END
4BHP12	NORPCH=0.	NORF=0.	VNORL=0.		4END
4BHP13	NORCL=0.	NORL=0.	VNORL=0.		4END
4BHP14	KPAH=0.	KSIDE=0.	NEWSID=0.		4END
4BHP15	NBLIT=0.	NEWSAB=0.			4END
4ASEN1	ASEWY=0.00.	ASEWY=0.00.	ASEM2=0.00.		4END
4ASEM2	APXZ=0.00.	ATHET=0.00.	NODEA=5.		4END
4ASEM3	APYX=0.00.	APYV=0.00.	APZ2=0.00.		4END
4ASEM4	ANXX=0.00.	ANYY=1.00.	APZ2=0.00.		4END
4COMP1	COMPX=0.0000.	COMPY=0.0000.	COMPZ=0.0000.		4END
4COMP2	CSCAL=1.0000.	CTHET=0.0000.	NODEZ=5.		4END
4COMP3	CPXX=0.0000.	CHT=0.0000.	CPZ2=0.0000.		4END
4COMP4	CHXX=0.0000.	CHYY=1.0000.	CHZZ=0.0000.		4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=0.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SECT6	STX=0.00.	STZ=10.	STZ=0.0000.	SCALE=1.00.	4END
4SECT7	ALF=0.0.	THIUA=0.0.	THPS=20.	TINTS=3.	4END
4SECT8	THUDS=0.	THUDS=5.			4END
4PATCH1	IREV=0.	IDPAT=1.	MAKE=1.	KCOMP=1.	KASS=1.
4PATCH2	IPATCOP=0.				4END
4SECT1	WING.TIP	STX=0.0000.	STY=0.0000.	STZ=0.0000.	SCALE=1.00.
4SECT2	THUDS=0.	THETA=0.0.			4END
4SECT3	THUDS=0.	THUDS=0.	THPS=0.	TINTS=3.	4END
4SECT4	RFC=0.1500.	RMC=0.0200.	RFC=0.4000.		4END
4SECT5	IFLANE=2.	THPC=40.	TINTC=3.		4END
4SE					



## APPENDIX E. MATLAB PROGRAM FOR REORDERING AGARD DATA FILE

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% This Matlab M-file transforms AGARD Prolate Spheroid Cp data listed
% in a chordwise direction and converts it into slices for a given x/c location.

% Created by: Steve Pollard

load cwcp10;
load cwcp30;
fid1=fopen('swcp10','r+');
fid2=fopen('swcp30','r+');
fprintf(fid1,'%# DPN PHI I X0/L CP \n');
fprintf(fid2,'%# DPN PHI I X0/L CP \n');
for i=1:42
    for j=1:42
        swcp10((i-1)*42+j,:)=cwcp10((j-1)*42+i,:);
    end
end
for i=1:42
    for j=1:51
        swcp30((i-1)*51+j,:)=cwcp30((j-1)*42+i,:);
    end
end
fprintf(fid1,'%6.0f %7.2f %3.1f %8.5f %8.5f \n',swcp10');
fprintf(fid2,'%6.0f %7.2f %3.1f %8.5f %8.5f \n',swcp30');
fclose('all');

```







0.1768	0.0920	0.0495
0.1768	0.0935	0.0628
0.1768	0.0737	0.0739
0.1768	0.0624	0.0837
0.1768	0.0491	0.0922
0.1768	0.0339	0.0988
0.1768	0.0174	0.1030
0.1768	0.0000	0.1045
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END		
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,		
TNODE=0, TNPS=0, TINTS=0, 4END		
0.2292	0.0000	-0.1155
0.2292	0.0198	-0.1158
0.2292	0.0385	-0.1110
0.2292	0.0556	-0.1035
0.2292	0.0705	-0.0940
0.2292	0.0831	-0.0831
0.2292	0.0942	-0.0702
0.2292	0.1037	-0.0552
0.2292	0.1111	-0.0382
0.2292	0.1175	-0.0200
0.2292	0.1158	0.0198
0.2292	0.1110	0.0385
0.2292	0.1035	0.0556
0.2292	0.0940	0.0705
0.2292	0.0831	0.0831
0.2292	0.0702	0.0942
0.2292	0.0552	0.1037
0.2292	0.0382	0.1111
0.2292	0.0195	0.1155
0.2292	0.0000	0.1175
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END		
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,		
TNODE=0, TNPS=0, TINTS=0, 4END		
0.2875	0.0000	-0.1298
0.2875	0.0219	-0.1280
0.2875	0.0426	-0.1227
0.2875	0.0634	-0.1184
0.2875	0.0819	-0.1097
0.2875	0.0919	-0.0917
0.2875	0.1041	-0.0776
0.2875	0.1146	-0.0611
0.2875	0.1228	-0.0422
0.2875	0.1280	-0.0216
0.2875	0.1298	0.0000
0.2875	0.1280	0.0219
0.2875	0.1227	0.0426
0.2875	0.1127	0.0634
0.2875	0.1038	0.0819
0.2875	0.0917	0.0919
0.2875	0.0776	0.1041
0.2875	0.0611	0.1146
0.2875	0.0422	0.1228
0.2875	0.0216	0.1280
0.2875	0.0000	0.1298
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END		
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,		
TNODE=0, TNPS=0, TINTS=0, 4END		
0.3515	0.0000	-0.1414
0.3515	0.0239	-0.1391
0.3515	0.0464	-0.1336
0.3515	0.0669	-0.1245
0.3515	0.0850	-0.1130
0.3515	0.1001	-0.0998
0.3515	0.1217	-0.0846
0.3515	0.1337	-0.0660
0.3515	0.1394	-0.0235
0.3515	0.1414	0.0000
0.3515	0.1393	0.0239
0.3515	0.1336	0.0464
0.3515	0.1245	0.0669
0.3515	0.1130	0.0850
0.3515	0.1001	0.0998
0.3515	0.0846	0.1217
0.3515	0.0660	0.1337
0.3515	0.0235	0.1394
0.3515	0.0000	0.1414
0.3515	0.1393	0.0239
0.3515	0.1336	0.0464
0.3515	0.1245	0.0669
0.3515	0.1130	0.0850
0.3515	0.1001	0.0998
0.3515	0.0846	0.1217
0.3515	0.0660	0.1337
0.3515	0.0235	0.1394
0.3515	0.0000	0.1414

0.0587	0.0609	-0.0102
0.0587	0.0618	0.0000
0.0587	0.0609	0.0106
0.0587	0.0593	0.0203
0.0587	0.0574	0.0293
0.0587	0.0541	0.0371
0.0587	0.0416	0.0417
0.0587	0.0368	0.0496
0.0587	0.0289	0.0546
0.0587	0.0200	0.0584
0.0587	0.0102	0.0609
0.0587	0.0000	0.0618
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END		
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,		
TNODE=0, TNPS=0, TINTS=0, 4END		
0.0913	0.0000	-0.0754
0.0913	0.0130	-0.0722
0.0913	0.0251	-0.0674
0.0913	0.0362	-0.0612
0.0913	0.0459	-0.0541
0.0913	0.0541	-0.0456
0.0913	0.0614	-0.0359
0.0913	0.0676	-0.0249
0.0913	0.0722	-0.0127
0.0913	0.0765	0.0000
0.0913	0.0754	0.0130
0.0913	0.0722	0.0251
0.0913	0.0674	0.0362
0.0913	0.0612	0.0459
0.0913	0.0541	0.0541
0.0913	0.0456	0.0614
0.0913	0.0359	0.0676
0.0913	0.0249	0.0722
0.0913	0.0127	0.0754
0.0913	0.0000	0.0765
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END		
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,		
TNODE=0, TNPS=0, TINTS=0, 4END		
0.1308	0.0000	-0.0908
0.1308	0.0154	-0.0894
0.1308	0.0298	-0.0857
0.1308	0.0429	-0.0799
0.1308	0.0541	-0.0722
0.1308	0.0642	-0.0641
0.1308	0.0728	-0.0541
0.1308	0.0801	-0.0426
0.1308	0.0858	-0.0294
0.1308	0.0895	-0.0150
0.1308	0.0908	0.0000
0.1308	0.0894	0.0154
0.1308	0.0828	0.0298
0.1308	0.0729	0.0426
0.1308	0.0641	0.0541
0.1308	0.0541	0.0641
0.1308	0.0426	0.0728
0.1308	0.0294	0.0801
0.1308	0.0150	0.0895
0.1308	0.0000	0.0908
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END		
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,		
TNODE=0, TNPS=0, TINTS=0, 4END		
0.1768	0.0000	-0.1045
0.1768	0.0177	-0.1029
0.1768	0.0343	-0.0987
0.1768	0.0495	-0.0920
0.1768	0.0628	-0.0835
0.1768	0.0737	-0.0737
0.1768	0.0837	-0.0628
0.1768	0.0922	-0.0541
0.1768	0.0988	-0.0416
0.1768	0.1030	-0.0289
0.1768	0.1045	-0.0174
0.1768	0.1029	0.0000
0.1768	0.0987	0.0177
0.1768	0.0945	0.0343

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4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
0.6552 0.0000 -0.1782
0.6552 0.0300 -0.1655
0.6552 0.0600 -0.1528
0.6552 0.0843 -0.1559
0.6552 0.1071 -0.1424
0.6552 0.1261 -0.1258
0.6552 0.1427 -0.1067
0.6552 0.1571 -0.0840
0.6552 0.1685 -0.0580
0.6552 0.1757 -0.0297
0.6552 0.1782 0.0000
0.6552 0.1755 0.0580
0.6552 0.1569 0.0843
0.6552 0.1424 0.1071
0.6552 0.1258 0.1261
0.6552 0.1067 0.1427
0.6552 0.0840 0.1571
0.6552 0.0580 0.1685
0.6552 0.0297 0.1757
0.6552 0.0000 0.1782
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
0.7408 0.0000 -0.1848
0.7408 0.0311 -0.1821
0.7408 0.0604 -0.1746
0.7408 0.0873 -0.1628
0.7408 0.1109 -0.1478
0.7408 0.1306 -0.1195
0.7408 0.1530 -0.0870
0.7408 0.1747 -0.0501
0.7408 0.1822 -0.0307
0.7408 0.1848 0.0000
0.7408 0.1821 0.0311
0.7408 0.1746 0.0604
0.7408 0.1628 0.0873
0.7408 0.1478 0.1109
0.7408 0.1306 0.1306
0.7408 0.1105 0.1480
0.7408 0.0870 0.1630
0.7408 0.0601 0.1747
0.7408 0.0307 0.1822
0.7408 0.0000 0.1848
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
0.8292 0.0000 -0.1875
0.8292 0.0320 -0.1797
0.8292 0.0623 0.0900
0.8292 0.0900 -0.1675
0.8292 0.1143 -0.1520
0.8292 0.1346 -0.1343
0.8292 0.1523 -0.1139
0.8292 0.1677 -0.0897
0.8292 0.1875 -0.0617
0.8292 0.1902 0.0000
0.8292 0.1875 0.0320
0.8292 0.1797 0.0623
0.8292 0.1675 0.0900
0.8292 0.1520 0.1143
0.8292 0.1343 0.1346
0.8292 0.1139 0.1523
0.8292 0.0897 0.1677
0.8292 0.0617 0.1875
0.8292 0.0317 0.1875
0.8292 0.0000 0.1902
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
0.9199 0.0000 -0.1945
```

```
0.3515 0.0656 0.1247
0.3515 0.0460 0.1137
0.3515 0.0235 0.1194
0.3515 0.0000 0.1414
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
0.4207 0.0000 -0.1520
0.4207 0.0257 -0.1492
0.4207 0.0459 -0.1139
0.4207 0.0614 -0.1115
0.4207 0.0814 -0.1215
0.4207 0.1077 -0.1073
0.4207 0.1217 -0.0910
0.4207 0.1341 -0.0717
0.4207 0.1437 -0.0495
0.4207 0.1499 -0.0253
0.4207 0.1520 0.0000
0.4207 0.1432 0.0495
0.4207 0.1339 0.0720
0.4207 0.1215 0.0914
0.4207 0.1073 0.1077
0.4207 0.0910 0.1217
0.4207 0.0717 0.1341
0.4207 0.0495 0.1437
0.4207 0.0253 0.1499
0.4207 0.0000 0.1520
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
0.4947 0.0000 -0.1618
0.4947 0.0273 -0.1595
0.4947 0.0530 -0.1528
0.4947 0.0765 -0.1425
0.4947 0.0942 -0.1313
0.4947 0.1196 -0.0958
0.4947 0.1427 -0.0762
0.4947 0.1530 -0.0526
0.4947 0.1595 -0.0269
0.4947 0.1618 0.0000
0.4947 0.1595 0.0273
0.4947 0.1528 0.0530
0.4947 0.1425 0.0765
0.4947 0.1193 0.0942
0.4947 0.0968 0.1196
0.4947 0.0762 0.1427
0.4947 0.0526 0.1530
0.4947 0.0269 0.1595
0.4947 0.0000 0.1618
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
0.5730 0.0000 -0.1681
0.5730 0.0387 -0.1681
0.5730 0.0558 -0.1611
0.5730 0.0806 -0.1502
0.5730 0.1023 -0.1364
0.5730 0.1206 -0.1205
0.5730 0.1366 -0.1020
0.5730 0.1504 -0.0824
0.5730 0.1681 -0.0584
0.5730 0.1705 0.0000
0.5730 0.1681 0.0387
0.5730 0.1611 0.0558
0.5730 0.1502 0.0806
0.5730 0.1364 0.1023
0.5730 0.1205 0.1206
0.5730 0.1020 0.1366
0.5730 0.0802 0.1504
0.5730 0.0584 0.1681
0.5730 0.0387 0.1705
0.5730 0.0000 0.1705
```

```
1.2000 0.1415 -0.1413
1.2000 0.1601 -0.1198
1.2000 0.1764 -0.0943
1.2000 0.1891 -0.0651
1.2000 0.1972 -0.0303
1.2000 0.2000 0.0000
1.2000 0.1971 0.0338
1.2000 0.1890 0.0655
1.2000 0.1762 0.0946
1.2000 0.1599 0.1201
1.2000 0.1413 0.1415
1.2000 0.1198 0.1601
1.2000 0.0943 0.1764
1.2000 0.0651 0.1891
1.2000 0.0303 0.1972
1.2000 0.0000 0.2000
&BPNODE TNODE=3, TNPC=40, TINTC=3, &END
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
1.2942 0.0000 -0.1994
1.2942 0.0335 -0.1965
1.2942 0.0653 -0.1984
1.2942 0.0943 -0.1946
1.2942 0.1198 -0.1596
1.2942 0.1411 -0.1408
1.2942 0.1596 -0.1194
1.2942 0.1758 -0.0940
1.2942 0.1885 -0.0649
1.2942 0.1966 -0.0332
1.2942 0.1994 0.0000
1.2942 0.1984 0.0253
1.2942 0.1862 0.0543
1.2942 0.1756 0.0943
1.2942 0.1594 0.1198
1.2942 0.1408 0.1411
1.2942 0.1194 0.1596
1.2942 0.0940 0.1758
1.2942 0.0649 0.1885
1.2942 0.0332 0.1966
1.2942 0.0000 0.1994
&BPNODE TNODE=3, TNPC=40, TINTC=3, &END
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
1.3877 0.0000 -0.1975
1.3877 0.0332 -0.1947
1.3877 0.0646 -0.1867
1.3877 0.0934 -0.1741
1.3877 0.1185 -0.1580
1.3877 0.1397 -0.1396
1.3877 0.1582 -0.1182
1.3877 0.1742 -0.0932
1.3877 0.1868 -0.0643
1.3877 0.1948 -0.0328
1.3877 0.1975 0.0000
1.3877 0.1947 0.0332
1.3877 0.1867 0.0646
1.3877 0.1741 0.0934
1.3877 0.1580 0.1185
1.3877 0.1397 0.1396
1.3877 0.1182 0.1582
1.3877 0.0930 0.1742
1.3877 0.0643 0.1868
1.3877 0.0328 0.1948
1.3877 0.0000 0.1975
&BPNODE TNODE=3, TNPC=40, TINTC=3, &END
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
1.4801 0.0000 -0.1945
1.4801 0.0327 -0.1917
1.4801 0.0637 -0.1817
1.4801 0.0950 -0.1653
1.4801 0.1159 -0.1460
1.4801 0.1377 -0.1373
1.4801 0.1557 -0.1165
1.4801 0.1715 -0.0917
1.4801 0.1838 -0.0633
```

```
0.9199 0.0327 -0.1917
0.9199 0.0637 -0.1817
0.9199 0.0920 -0.1713
0.9199 0.1168 -0.1554
0.9199 0.1377 -0.1373
0.9199 0.1557 -0.1165
0.9199 0.1715 -0.0917
0.9199 0.1818 -0.0633
0.9199 0.1917 -0.0324
0.9199 0.1945 0.0000
0.9199 0.1917 0.0327
0.9199 0.1837 0.0637
0.9199 0.1713 0.0920
0.9199 0.1554 0.1168
0.9199 0.1377 0.1373
0.9199 0.1165 0.1557
0.9199 0.0917 0.1715
0.9199 0.0633 0.1818
0.9199 0.0324 0.1917
0.9199 0.0000 0.1945
&BPNODE TNODE=3, TNPC=40, TINTC=3, &END
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
1.1058 0.0000 -0.1994
1.1058 0.0332 -0.1947
1.1058 0.0646 -0.1867
1.1058 0.0934 -0.1741
1.1058 0.1185 -0.1580
1.1058 0.1397 -0.1396
1.1058 0.1582 -0.1182
1.1058 0.1742 -0.0930
1.1058 0.1868 -0.0643
1.1058 0.1975 0.0000
1.1058 0.1947 0.0332
1.1058 0.1867 0.0646
1.1058 0.1741 0.0934
1.1058 0.1580 0.1185
1.1058 0.1396 0.1397
1.1058 0.1182 0.1582
1.1058 0.0943 0.1742
1.1058 0.0643 0.1868
1.1058 0.0328 0.1948
1.1058 0.0000 0.1975
&BPNODE TNODE=3, TNPC=40, TINTC=3, &END
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
1.1058 0.0000 -0.1994
1.1058 0.0335 -0.1965
1.1058 0.0653 -0.1884
1.1058 0.0934 -0.1758
1.1058 0.1193 -0.1594
1.1058 0.1411 -0.1408
1.1058 0.1596 -0.1194
1.1058 0.1758 -0.0940
1.1058 0.1885 -0.0649
1.1058 0.1966 -0.0332
1.1058 0.1994 0.0000
1.1058 0.1965 0.0335
1.1058 0.1884 0.0653
1.1058 0.1756 0.0943
1.1058 0.1608 0.1194
1.1058 0.1408 0.1411
1.1058 0.1194 0.1596
1.1058 0.0940 0.1758
1.1058 0.0649 0.1885
1.1058 0.0332 0.1966
1.1058 0.0000 0.1994
&BPNODE TNODE=3, TNPC=40, TINTC=3, &END
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
1.2000 0.0000 -0.2000
1.2000 0.0526 -0.1971
1.2000 0.0946 -0.1762
1.2000 0.1201 -0.1599
```

1.7448	0.1569	0.0843	
1.7448	0.1424	0.1071	
1.7448	0.1258	0.1261	
1.7448	0.1067	0.1427	
1.7448	0.0840	0.1571	
1.7448	0.0589	0.1685	
1.7448	0.0290	0.1782	
1.7448	0.0000	0.1845	
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END			
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODE=0, TNPS=0, TINTS=0, 4END			
1.8270	0.0000	-0.1705	
1.8270	0.0287	-0.1681	
1.8270	0.0558	-0.1611	
1.8270	0.0806	-0.1502	
1.8270	0.1046	-0.1348	
1.8270	0.1266	-0.1150	
1.8270	0.1454	-0.0902	
1.8270	0.1612	-0.0554	
1.8270	0.1681	-0.0283	
1.8270	0.1705	0.0000	
1.8270	0.1681	0.0287	
1.8270	0.1611	0.0558	
1.8270	0.1348	0.0806	
1.8270	0.1150	0.1046	
1.8270	0.1266	0.1266	
1.8270	0.1454	0.1454	
1.8270	0.1612	0.1612	
1.8270	0.1681	0.1681	
1.8270	0.1705	0.1705	
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END			
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODE=0, TNPS=0, TINTS=0, 4END			
1.9053	0.0000	-0.1618	
1.9053	0.0273	-0.1595	
1.9053	0.0530	-0.1528	
1.9053	0.0765	-0.1425	
1.9053	0.0972	-0.1293	
1.9053	0.1145	-0.1143	
1.9053	0.1296	-0.0968	
1.9053	0.1427	-0.0762	
1.9053	0.1530	-0.0529	
1.9053	0.1618	0.0000	
1.9053	0.1595	0.0273	
1.9053	0.1528	0.0530	
1.9053	0.1425	0.0765	
1.9053	0.1293	0.0972	
1.9053	0.1143	0.1145	
1.9053	0.0968	0.1296	
1.9053	0.0762	0.1427	
1.9053	0.0529	0.1530	
1.9053	0.0269	0.1595	
1.9053	0.0000	0.1618	
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END			
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODE=0, TNPS=0, TINTS=0, 4END			
1.9793	0.0000	-0.1520	
1.9793	0.0257	-0.1499	
1.9793	0.0499	-0.1436	
1.9793	0.0720	-0.1335	
1.9793	0.0920	-0.1195	
1.9793	0.1077	-0.1073	
1.9793	0.1217	-0.0910	
1.9793	0.1341	-0.0717	
1.9793	0.1437	-0.0495	
1.9793	0.1499	-0.0253	
1.9793	0.1520	0.0000	
1.9793	0.1499	0.0257	
1.9793	0.1436	0.0495	
1.9793	0.1335	0.0720	
1.9793	0.1195	0.0920	
1.9793	0.1073	0.1077	
1.9793	0.1073	0.1217	
1.9793	0.1073	0.1341	
1.9793	0.1073	0.1437	
1.9793	0.1073	0.1499	
1.9793	0.1073	0.1520	
1.9793	0.1073	0.1520	

1.4801	0.1917	-0.0324	
1.4801	0.1945	0.0000	
1.4801	0.1917	0.0327	
1.4801	0.1837	0.0637	
1.4801	0.1713	0.0920	
1.4801	0.1554	0.1168	
1.4801	0.1373	0.1377	
1.4801	0.1157	0.1557	
1.4801	0.0931	0.1713	
1.4801	0.0631	0.1837	
1.4801	0.0324	0.1917	
1.4801	0.0000	0.1945	
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END			
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODE=0, TNPS=0, TINTS=0, 4END			
1.5708	0.0000	-0.1902	
1.5708	0.0320	-0.1845	
1.5708	0.0631	-0.1713	
1.5708	0.0930	-0.1475	
1.5708	0.1143	-0.1150	
1.5708	0.1346	-0.1143	
1.5708	0.1523	-0.1139	
1.5708	0.1677	-0.0897	
1.5708	0.1798	-0.0620	
1.5708	0.1875	-0.0317	
1.5708	0.1917	0.0000	
1.5708	0.1875	0.0320	
1.5708	0.1797	0.0623	
1.5708	0.1675	0.0960	
1.5708	0.1520	0.1143	
1.5708	0.1343	0.1346	
1.5708	0.1139	0.1523	
1.5708	0.0897	0.1677	
1.5708	0.0620	0.1798	
1.5708	0.0320	0.1875	
1.5708	0.0000	0.1902	
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END			
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODE=0, TNPS=0, TINTS=0, 4END			
1.6592	0.0311	-0.1821	
1.6592	0.0604	-0.1746	
1.6592	0.0873	-0.1628	
1.6592	0.1109	-0.1478	
1.6592	0.1306	-0.1306	
1.6592	0.1478	-0.1105	
1.6592	0.1630	-0.0870	
1.6592	0.1747	-0.0601	
1.6592	0.1822	-0.0307	
1.6592	0.1848	0.0000	
1.6592	0.1821	0.0311	
1.6592	0.1746	0.0604	
1.6592	0.1628	0.0873	
1.6592	0.1478	0.1102	
1.6592	0.1306	0.1306	
1.6592	0.1105	0.1478	
1.6592	0.0870	0.1630	
1.6592	0.0601	0.1747	
1.6592	0.0307	0.1822	
1.6592	0.0000	0.1848	
4BPNODE TNODE=3, TNPC=40, TINTC=3, 4END			
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODE=0, TNPS=0, TINTS=0, 4END			
1.7448	0.0000	-0.1782	
1.7448	0.0250	-0.1725	
1.7448	0.0580	-0.1633	
1.7448	0.0843	-0.1559	
1.7448	0.1071	-0.1424	
1.7448	0.1261	-0.1258	
1.7448	0.1427	-0.1067	
1.7448	0.1571	-0.0840	
1.7448	0.1685	-0.0580	
1.7448	0.1757	-0.0297	
1.7448	0.1782	0.0000	
1.7448	0.1752	0.0300	
1.7448	0.1683	0.0584	

```

4BPNODE TNODE=3, TNPC=40, TINTC=3, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
2.2232 0.0000 -0.1045
2.2232 0.0177 -0.1029
2.2232 0.0147 -0.0987
2.2232 0.0495 -0.0815
2.2232 0.0628 -0.0717
2.2232 0.0739 -0.0624
2.2232 0.0837 -0.0491
2.2232 0.0922 -0.0339
2.2232 0.0988 -0.0174
2.2232 0.1030 -0.0000
2.2232 0.1045 0.0000
2.2232 0.0987 0.0177
2.2232 0.0922 0.0491
2.2232 0.0837 0.0717
2.2232 0.0739 0.0815
2.2232 0.0624 0.0837
2.2232 0.0491 0.0922
2.2232 0.0339 0.0988
2.2232 0.0174 0.1030
2.2232 0.0000 0.1045
4BPNODE TNODE=3, TNPC=40, TINTC=3, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
2.2692 0.0000 -0.0894
2.2692 0.0154 -0.0894
2.2692 0.0238 -0.0857
2.2692 0.0429 -0.0799
2.2692 0.0545 -0.0726
2.2692 0.0642 -0.0641
2.2692 0.0728 -0.0541
2.2692 0.0823 -0.0426
2.2692 0.0858 -0.0326
2.2692 0.0895 -0.0150
2.2692 0.0908 0.0000
2.2692 0.0894 0.0154
2.2692 0.0857 0.0238
2.2692 0.0799 0.0429
2.2692 0.0726 0.0545
2.2692 0.0641 0.0642
2.2692 0.0541 0.0728
2.2692 0.0426 0.0823
2.2692 0.0294 0.0858
2.2692 0.0150 0.0895
2.2692 0.0000 0.0908
4BPNODE TNODE=3, TNPC=40, TINTC=3, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
2.3087 0.0000 -0.0724
2.3087 0.0130 -0.0724
2.3087 0.0251 -0.0722
2.3087 0.0362 -0.0674
2.3087 0.0459 -0.0612
2.3087 0.0541 -0.0541
2.3087 0.0614 -0.0456
2.3087 0.0676 -0.0359
2.3087 0.0724 -0.0248
2.3087 0.0754 -0.0127
2.3087 0.0765 0.0000
2.3087 0.0754 0.0130
2.3087 0.0722 0.0251
2.3087 0.0674 0.0362
2.3087 0.0612 0.0459
2.3087 0.0541 0.0541
2.3087 0.0456 0.0614
2.3087 0.0359 0.0676
2.3087 0.0127 0.0724
2.3087 0.0000 0.0754
2.3087 0.0000 0.0725
4BPNODE TNODE=3, TNPC=40, TINTC=3, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
2.3413 0.0000 -0.0618

```

```

1.9793 0.0717 0.1341
1.9793 0.0495 0.1437
1.9793 0.0253 0.1499
1.9793 0.0000 0.1520
4BPNODE TNODE=3, TNPC=40, TINTC=3, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
2.0485 0.0000 -0.1154
2.0485 0.0219 -0.1154
2.0485 0.0464 -0.1136
2.0485 0.0669 -0.1245
2.0485 0.0850 -0.1130
2.0485 0.1001 -0.0998
2.0485 0.1132 -0.0846
2.0485 0.1247 -0.0666
2.0485 0.1337 -0.0460
2.0485 0.1414 -0.0235
2.0485 0.1444 0.0000
2.0485 0.1393 0.0219
2.0485 0.1336 0.0464
2.0485 0.1245 0.0669
2.0485 0.1130 0.0850
2.0485 0.0998 0.1001
2.0485 0.0846 0.1132
2.0485 0.0666 0.1247
2.0485 0.0460 0.1337
2.0485 0.0219 0.1414
2.0485 0.0000 0.1444
4BPNODE TNODE=3, TNPC=40, TINTC=3, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
2.1125 0.0000 -0.1298
2.1125 0.0219 -0.1298
2.1125 0.0426 -0.1227
2.1125 0.0628 -0.1144
2.1125 0.0768 -0.1046
2.1125 0.0819 -0.0917
2.1125 0.1041 -0.0776
2.1125 0.1146 -0.0611
2.1125 0.1228 -0.0422
2.1125 0.1280 -0.0216
2.1125 0.1298 0.0000
2.1125 0.1298 0.0219
2.1125 0.1227 0.0426
2.1125 0.1041 0.0611
2.1125 0.0819 0.0768
2.1125 0.0917 0.0819
2.1125 0.0776 0.1041
2.1125 0.0611 0.1146
2.1125 0.0422 0.1228
2.1125 0.0216 0.1280
2.1125 0.0000 0.1298
4BPNODE TNODE=3, TNPC=40, TINTC=3, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODES=0, TNPS=0, TINTS=0, &END
2.1708 0.0000 -0.1175
2.1708 0.0198 -0.1158
2.1708 0.0385 -0.1110
2.1708 0.0556 -0.1035
2.1708 0.0705 -0.0940
2.1708 0.0831 -0.0831
2.1708 0.0940 -0.0702
2.1708 0.1037 -0.0582
2.1708 0.1111 -0.0382
2.1708 0.1159 -0.0195
2.1708 0.1175 0.0000
2.1708 0.1158 0.0198
2.1708 0.1110 0.0385
2.1708 0.1035 0.0556
2.1708 0.0940 0.0705
2.1708 0.0831 0.0831
2.1708 0.0702 0.0940
2.1708 0.0582 0.1037
2.1708 0.0382 0.1111
2.1708 0.0195 0.1159
2.1708 0.0000 0.1175

```

```
2.3963 0.0111 -0.0111
2.3963 0.0127 -0.0092
2.3963 0.0139 -0.0072
2.3963 0.0149 -0.0049
2.3963 0.0155 -0.0025
2.3963 0.0157 0.0000
2.3963 0.0154 0.0029
2.3963 0.0148 0.0055
2.3963 0.0138 0.0075
2.3963 0.0125 0.0095
2.3963 0.0111 0.0111
2.3963 0.0092 0.0127
2.3963 0.0072 0.0139
2.3963 0.0049 0.0149
2.3963 0.0025 0.0155
2.3963 0.0000 0.0157
$BPNODE TNODE=3, TNFC=40, TINTC=3, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INHODE=4.
$END
TNODE=5, TNPS=0, TINTS=0, $END
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
2.4000 0.0000 0.0000
$BPNODE TNODE=3, TNFC=40, TINTC=3, $END
$WAKE1 IDWAKE=1, IFLXW=1, ITRETX=0, INTRW=0, $END
Wake.1 Partial_Ring_at_x/c=0.99_closes_side_wakes
$WAKE2 KWPACH=1, KWSIDE=1, KWLIN=39, KWPAN1=25, $END
$WAKE1 IDWAKE=1, IFLXW=1, ITRETX=0, INTRW=0, $END
Wake.2 117_deg_wake_from_x/c=0.50
$WAKE2 KWPACH=1, KWSIDE=2, KWLIN=26, KWPAN1=21, $END
KWPAN2=36, INTRW=0, $END
$CONSTN NONSL=1, KPSL=201.205,209,213,217,221,225,229,233,237,240,361,365,369,
373,377,381,385,389,393,397,400,601,605,609,613,17,621,625,629,634,637,600,761,765,7
69,773,777,781,785,789,793,797,800,1041,1045,1049,1053,1057,1061,1065,1069,1073,1077,
1080,1241,1245,1249,1253,1257,1261,
1265,1269,1273,1277,1280, $END
$BULPARM RN=7700000, VISC=0.000017143, NSLEV=1,2,3,4,5,6,7,8,9,10,11,12,13,1
4,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42
43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63,64,65,
66, $END
$VS1 NVOLR=0, NVOLC=0,
$VS2 X0=-0.1000, Y0=1.5000, Z0=-0.1000, INTVSR=1, $END
$VS3 X1=-0.1000, Y1=1.5000, Z1=0.1000, NPT1=0, $END
$VS4 X2=-0.1000, Y2=1.5000, Z2=0.1000, NPT2=20, $END
$VS5 X3=1.1000, Y3=1.5000, Z3=-0.1000, NPT3=25, $END
$VS6 X80=2.0000, Y80=2.0000, Z80=0.0000, INTVSC=1, $END
$VS7 X81=4.0000, Y81=2.0000, Z81=0.0000, $END
$VS8 X82=2.0000, Y81=2.0000, Z82=1.0000, $END
$VS8 R1=0.1000, R2=1.0000, PH1=0.0, PH2=360.0, $END
$VS9 N8AD=5, NPHI=12, NLEN=3, $END
```

```
2.3413 -0.0609
2.3413 0.0203 -0.0583
2.3413 0.0293 -0.0544
2.3413 0.0371 -0.0494
2.3413 0.0437 -0.0436
2.3413 0.0496 -0.0368
2.3413 0.0546 -0.0289
2.3413 0.0589 -0.0202
2.3413 0.0618 0.0000
2.3413 0.0609 0.0106
2.3413 0.0583 0.0203
2.3413 0.0544 0.0293
2.3413 0.0494 0.0371
2.3413 0.0436 0.0437
2.3413 0.0368 0.0496
2.3413 0.0289 0.0546
2.3413 0.0202 0.0584
2.3413 0.0102 0.0609
2.3413 0.0000 0.0618
$BPNODE TNODE=3, TNFC=40, TINTC=3, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INHODE=4.
$END
TNODE=0, TNPS=0, TINTS=0, $END
2.3668 0.0000 -0.0467
2.3668 0.0051 -0.0460
2.3668 0.0151 -0.0450
2.3668 0.0222 -0.0410
2.3668 0.0282 -0.0372
2.3668 0.0332 -0.0328
2.3668 0.0374 -0.0278
2.3668 0.0412 -0.0219
2.3668 0.0441 -0.0151
2.3668 0.0467 -0.0077
2.3668 0.0460 0.0081
2.3668 0.0440 0.0155
2.3668 0.0410 0.0222
2.3668 0.0372 0.0282
2.3668 0.0328 0.0332
2.3668 0.0278 0.0374
2.3668 0.0219 0.0412
2.3668 0.0151 0.0441
2.3668 0.0077 0.0460
2.3668 0.0000 0.0467
$BPNODE TNODE=3, TNFC=40, TINTC=3, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INHODE=4.
$END
TNODE=0, TNPS=0, TINTS=0, $END
2.3852 0.0000 -0.0313
2.3852 0.0055 -0.0308
2.3852 0.0149 -0.0275
2.3852 0.0188 -0.0250
2.3852 0.0221 -0.0221
2.3852 0.0252 -0.0185
2.3852 0.0277 -0.0145
2.3852 0.0296 -0.0100
2.3852 0.0308 -0.0051
2.3852 0.0313 0.0000
2.3852 0.0305 0.0055
2.3852 0.0295 0.0104
2.3852 0.0275 0.0149
2.3852 0.0250 0.0188
2.3852 0.0221 0.0221
2.3852 0.0185 0.0252
2.3852 0.0145 0.0277
2.3852 0.0100 0.0296
2.3852 0.0051 0.0308
2.3852 0.0000 0.0313
$BPNODE TNODE=3, TNFC=40, TINTC=3, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INHODE=4.
$END
TNODE=0, TNPS=0, TINTS=0, $END
2.3963 0.0000 -0.0157
2.3963 0.0029 -0.0154
2.3963 0.0053 -0.0148
2.3963 0.0075 -0.0138
2.3963 0.0095 -0.0125
```



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*SLIN1	NSTLIN=0,				&END
*SLIN2	SX0=-2.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
	SX0= 0.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
*SLIN2	SX0=-2.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
	SX0= 0.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
*SLIN2	SX0=-2.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
	SX0= 0.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
*SLIN2	SX0=-2.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
	SX0= 0.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
*SLIN2	SX0=-2.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
	SX0= 0.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
*SLIN2	SX0=-2.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
	SX0= 0.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
*SLIN2	SX0=-2.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END
	SX0= 0.0000, SY0=	1.0000, SZ0=	-0.5000, INTSL= 1,		&END

## Printed by pollard from hawkeye

Jun 20 1997 04:45 postprolate.f Page 2

**postprolate.f**

JUN 20 1997 04:45

[illegible]

STOP  
END

Jun 20 1997 04:45 postprolate.f Page 1

**postprolactin**

Jun 20 1997 04:45

```

program postprolate.exe
  !. for CHMARC Polhode output file
  !. by: Tuncer, 1/86 modified by Steve Pollard 2/97
  !. Steve Pollard 5/97 to extract and normalize Prolate
  !. Spheroid CHMARC Data

  parameter nm=400 ;
  dimension npanel(nm)
  character yn(1, line*132, fname*20, fnamec*20, byte*8
  real x,z,zphi
  integer n
  integer k, out, step
  data tstep,out /.false., .false./, fname /"post.d"/
  n=1

  print*, ' This program reads in CHMARC.OUT file formats and '
  print*, ' pulls out panel i, xyz location, cp and velocity. '
  print*, ' '
  print*, ' The program requires the following steps: '
  print*, ' '
  print*, ' 1) First the program checks for the file "post.d." '
  print*, ' Data will be harvested from the PHMARC output file '
  print*, ' based on which panels are designated in "post.d." '
  print*, ' You need to create a file "post.d" and put it in '
  print*, ' this directory. The file has the following format: '
  print*, ' '
  print*, ' First panel # Last Panel # Step Size '
  print*, ' '
  print*, ' 2) Next, you will be asked to input a filename. It '
  print*, ' should be a CHMARC.OUT file. '
  print*, ' '
  print*, ' 3) The program then prompts you for which time step '
  print*, ' data should be harvested. Your choices are the '
  print*, ' first time step (0) or the last time step '
  print*, ' (usually 10). You should pick the last time '
  print*, ' state to approx steady state. '
  print*, ' '
  print*, ' 4) Finally, the program harvests the PHMARC data and '
  print*, ' outputs it into a file named "p-data file name". '
  print*, ' '
  print*, ' Program is starting: '
  print*, ' '
  1 inquire(FILE='post.d',EXIST=ok)
  if (.not. ok) then
    print*, ' '
    print*, ' Input the filename containing the PHMARC output = ', fname, '
    goes NOT exist.
    print*, ' '
    read(*, '(A20)') fname
    print*, ' (A20) ' fname
    print*, ' Enter the file name :> '
    goto 1
  enddo
  OPEN(1, FILE=fname, FORM='formatted', STATUS='OLD')
  np = 0
  do nr = 1,100
    read(1,*,end=2, err=2) ns,ne,ninc
    do n = ns,ne,ninc
      np=np+1
      npanel(np) = n
    enddo
    if ( np .gt. nm ) then
      print*, ' CHECK prog. dimensions '
      stop
    endif
  enddo
  2 close(1)

  5 print*, ' Enter the PHMARC DATA file name :> '
  read(*, '(A20)') fname
  if ( fname .eq. '' ) fname = 'out'
  inquire(FILE=fname,EXIST=ok)
  if (.not. ok) then
    print*, ' '
    print*, ' filename, ' does NOT exist. '
    goto 5
  endif
endif

```



## APPENDIX H. LOFTSMAN INPUT FILES

Jun 11 1997 05:39	fogfusa.lft	Page 1																																								
BOX MOLDLINES DATA TEMPLATE File name: fogfusa Last revision: 4/12/97																																										
----- BOTTOM WATERLINE Segments: 3 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Fore end</td> <td style="width: 10%;">0,6.5</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Aft end</td> <td>12,0</td> <td>53.0,0</td> <td>53.5,5.75</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Corner</td> <td>0,0</td> <td>S</td> <td>53.5,0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Curvature</td> <td>.69</td> <td></td> <td>0.95</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			Fore end	0,6.5							Aft end	12,0	53.0,0	53.5,5.75					Corner	0,0	S	53.5,0					Curvature	.69		0.95												
Fore end	0,6.5																																									
Aft end	12,0	53.0,0	53.5,5.75																																							
Corner	0,0	S	53.5,0																																							
Curvature	.69		0.95																																							
----- WAIST WATERLINE Segments: 1 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Fore end</td> <td style="width: 10%;">0,6.5</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Aft end</td> <td>53.5,6.5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Corner</td> <td>S</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Curvature</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			Fore end	0,6.5							Aft end	53.5,6.5							Corner	S							Curvature															
Fore end	0,6.5																																									
Aft end	53.5,6.5																																									
Corner	S																																									
Curvature																																										
----- TOP WATERLINE Segments: 7 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Fore end</td> <td style="width: 10%;">0,6.5</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Aft end</td> <td>8,9.3</td> <td>15.2,9.3</td> <td>21.6,13.0</td> <td>29.0,14.6</td> <td>44.6,11.6</td> <td>53.0,11.5</td> <td>53.5,6.5</td> <td></td> <td></td> </tr> <tr> <td>Corner</td> <td>0,9.3</td> <td>S</td> <td>S</td> <td>24.3,14.6</td> <td>35.4,14.6</td> <td>S</td> <td>53.5,11.5</td> <td></td> <td></td> </tr> <tr> <td>Curvature</td> <td>0.7</td> <td></td> <td></td> <td>0.71</td> <td>0.81</td> <td></td> <td>.95</td> <td></td> <td></td> </tr> </table>			Fore end	0,6.5									Aft end	8,9.3	15.2,9.3	21.6,13.0	29.0,14.6	44.6,11.6	53.0,11.5	53.5,6.5			Corner	0,9.3	S	S	24.3,14.6	35.4,14.6	S	53.5,11.5			Curvature	0.7			0.71	0.81		.95		
Fore end	0,6.5																																									
Aft end	8,9.3	15.2,9.3	21.6,13.0	29.0,14.6	44.6,11.6	53.0,11.5	53.5,6.5																																			
Corner	0,9.3	S	S	24.3,14.6	35.4,14.6	S	53.5,11.5																																			
Curvature	0.7			0.71	0.81		.95																																			
----- MAXIMUM BUTTLINE DISTANCE FROM PLANE OF SYMMETRY Segments: 6 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Fore end</td> <td style="width: 10%;">0,0</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Aft end</td> <td>1,3</td> <td>1,3</td> <td>22,4.5</td> <td>43.6,4.5</td> <td>53.1,1.3</td> <td>53.5,0</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Corner</td> <td>0,2.9</td> <td>S</td> <td>S</td> <td>S</td> <td>S</td> <td>53.5,1.3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Curvature</td> <td>.9</td> <td></td> <td></td> <td></td> <td>0.8</td> <td>0.95</td> <td></td> <td></td> <td></td> </tr> </table>			Fore end	0,0									Aft end	1,3	1,3	22,4.5	43.6,4.5	53.1,1.3	53.5,0				Corner	0,2.9	S	S	S	S	53.5,1.3				Curvature	.9				0.8	0.95			
Fore end	0,0																																									
Aft end	1,3	1,3	22,4.5	43.6,4.5	53.1,1.3	53.5,0																																				
Corner	0,2.9	S	S	S	S	53.5,1.3																																				
Curvature	.9				0.8	0.95																																				
----- BOTTOM K FACTOR Segments: 3 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Fore end</td> <td style="width: 10%;">0,0.93</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Aft end</td> <td>12.0,0.98</td> <td>43.6,0.98</td> <td>53.5,0.95</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Corner</td> <td>S</td> <td>S</td> <td>S</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Curvature</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			Fore end	0,0.93							Aft end	12.0,0.98	43.6,0.98	53.5,0.95					Corner	S	S	S					Curvature															
Fore end	0,0.93																																									
Aft end	12.0,0.98	43.6,0.98	53.5,0.95																																							
Corner	S	S	S																																							
Curvature																																										
----- TOP K FACTOR Segments: 4 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Fore end</td> <td style="width: 10%;">0,0.90</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Aft end</td> <td>15.20,0.95</td> <td>24,1.0</td> <td>44.65,1.0</td> <td>53.5,0.95</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Corner</td> <td>S</td> <td>S</td> <td>S</td> <td>S</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Curvature</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			Fore end	0,0.90							Aft end	15.20,0.95	24,1.0	44.65,1.0	53.5,0.95				Corner	S	S	S	S				Curvature															
Fore end	0,0.90																																									
Aft end	15.20,0.95	24,1.0	44.65,1.0	53.5,0.95																																						
Corner	S	S	S	S																																						
Curvature																																										
----- BUTTLINE AT PLANE OF SYMMETRY Segments: 0																																										

NPS FROG UAV Main Wing - Loftsmen Input File

Date: 5/29/97

Breaks: 5

Break 1

Axis: 24.65,0,13.1

Axis/chord: 0

Chord: 20.0

Incidence: 4.5

Cant: 0

Section file: N2415

T/C ratio: 0.1500

Spars: 0

Panel rib angles: 0,999.0000,0.0000

Break 2

Axis: 24.65,6,13.1

Axis/chord: 0

Chord: 20.0

Incidence: 4.5

Cant: 0

Section file: N2415

T/C ratio: 0.1500

Spars: 0

Panel rib angles: 0,999.0000,0.0000

Break 3

Axis: 24.65,31.5,13.1

Axis/chord: 0

Chord: 20.0

Incidence: 4.5

Cant: 0

Section file: N2415

T/C ratio: 0.1500

Spars: 0

Panel rib angles: 0,999.0000,0.0000

Break 4

Axis: 24.65,53.0,13.1

Axis/chord: 0

Chord: 20.0

Incidence: 4.5

Cant: 0

Section file: N2415

T/C ratio: 0.1500

Spars: 0

Panel rib angles: 0,999.0000,0.0000

Break 5

Axis: 24.65,61.0,13.1

Axis/chord: 0

Chord: 18.5

Incidence: 4.5

Cant: 0

Section file: N2415

T/C ratio: 0.1500

Spars: 0

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fogenpod.lft

Page 1

## FROG UAV ENGINE NACELLE

File name: fogenpod  
Last revision: 4/13/97

## BOTTOM WATERLINE

Segments: 4

Fore end	16.5,20.4			
Aft end	18.2,18.6	21.0,16.8	31.0,15.75	43.0, 16.8
Corner	16.6,19.6	19.15,17.35	23.8,15.9	35.6,15.65
Curvature	0.79	0.83	0.72	0.73

## WAIST WATERLINE

Segments: 1

Fore end	16.5,20.4
Aft end	43.0,16.8
Corner	S
Curvature	

## TOP WATERLINE

Segments: 4

Fore end	16.3,20.4			
Aft end	18.45,22.1	27.0,21.75	35.0,19.8	43.0,16.8
Corner	16.75,21.3	21.4,22.5	30.4,21.3	38.3,18.75
Curvature	0.79	0.80	0.70	0.75

## MAXIMUM BUTTLINE DISTANCE FROM PLANE OF SYMMETRY

Segments: 4

Fore end	16.5,0			
Aft end	18.2,1.6	23.0,2.3	40.8,2.3	43.0,0
Corner	16.5,0.70	20.1,2.25	S	43.0,2.3
Curvature	0.72	0.75		0.90

## BOTTOM K FACTOR

Segments: 4

Fore end	16.5,0.707			
Aft end	18.2,0.707	24.0,0.93	42.0,0.93	43.0,0.75
Corner	S	20,0.93	S	S
Curvature		0.9		

## TOP K FACTOR

Segments: 4

Fore end	16.5,0.707			
Aft end	18.45,0.707	24.5,0.93	42.0,0.93	43.0,0.75
Corner	S	20.3,0.93	S	S
Curvature		0.9		

## BUTTLINE AT PLANE OF SYMMETRY

Segments: 0

FROG UAV ENGINE PYLON (Lofted as A-Body Type)

-Basic pylon model modified so as not to have a top and bottom  
-Single strip which is the side of the pylon.

File name: FOGPYLO1  
Last revision: 4/23/97

Strips: 1  
Sym: Y

M1B

Segments: 1  
Fore end 25.8,0  
Aft end 37.7,0  
Corner 25.8,3.8  
K factor 0.71

M1W

Segments: 1  
Fore end 25.8,14.31  
Aft end 37.7,13.65  
Corner 31.0,15.45  
K factor 0.72

C1B

Segments: S

C1W

Segments: S

K1

Segments: S

M2B

Segments: =M1B

M2W

Segments: 1  
Fore end 25.8,16.01  
Aft end 37.7,16.1  
Corner 33.65,15.35  
K factor 0.65

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fogboom.lft

Page 1

FROG UAV Tail Boom

File name: fogboom

Last revision: 4/28/97

4/28: added rounded start and finish to close ends

-----  
BOTTOM WATERLINE

Segments: 3

Fore end	53.5,9.375		
Aft end	54,8.5	88,8.5	88.5,9.375
Corner	53.5,8.5	S	88.5,8.5
Curvature	0.707		0.707

-----  
WAIST WATERLINE

Segments: 1

Fore end	53.5,9.375
Aft end	88.5, 9.375
Corner	S
Curvature	

-----  
TOP WATERLINE

Segments: 3

Fore end	53.5,9.375		
Aft end	54.0,10.25	88,10.25	88.5,9.375
Corner	53.5,10.25	S	88.5,10.25
Curvature	0.707		0.707

-----  
MAXIMUM BUTTLINE DISTANCE FROM PLANE OF SYMMETRY

Segments: 3

Fore end	53.5,0		
Aft end	54,0.875	88,0.875	88.5,0
Corner	53.5,0.875	S	88.5,0.875
Curvature	0.707		0.707

-----  
BOTTOM K FACTOR

Segments: 1

Fore end	53.5,0.707
Aft end	88.5, 0.707
Corner	S
Curvature	

-----  
TOP K FACTOR

Segments: 1

Fore end	53.5,0.707
Aft end	88.5, 0.707
Corner	S
Curvature	

-----  
BUTTLINE AT PLANE OF SYMMETRY

Segments: 0



## FROG Horizontal Tail

Date: 4/14/97

Breaks: 2

## Break 1

Axis: 82.5,0,8.09

Axis/chord: 0

Chord: 13.5

Incidence: 0

Cant: 0

Section file: N0006

T/C ratio: 0.06

Spars: 0

Panel rib angles: 0,999.0000,0.0000

## Break 2

Axis: 86.5,19.875,8.09

Axis/chord: 0

Chord: 9.55

Incidence: 0

Cant: 0

Section file: N0006

T/C ratio: 0.06

Spars: 0

Panel rib angles: 0,999.0000,0.0000

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fogvert.wi

Page 1

FROG UAV Vertical Tail - LOFTSMAN input file

Date: 4/14/97

Breaks: 2

Break 1

Axis: 77.5,0,10.4

Axis/chord: 0

Chord: 20

Incidence: 0

Cant: 90

Section file: N0006

T/C ratio: 0.06

Spars: 0

Panel rib angles: 90,0,999

Break 2

Axis: 92.35,0,25.15

Axis/chord: 0

Chord: 10

Incidence: 0

Cant: 90

Section file: N0006

T/C ratio: 0.06

Spars: 0

Panel rib angles: 90,0,999



# APPENDIX I. FROG UAV CMARC INPUT FILE

Printed by pollard from hawkeye

Jun 11 1997 05:30		froguav.in		Page 2
0.4894	2.9252	6.5846		
0.4894	2.9005	6.9893		
0.4894	2.8237	7.2119		
0.4894	2.6659	7.3254		
0.4894	1.3972	7.3942		
0.4894	0.9654	7.4248		
0.4894	0.0000	7.4266		
4BPNOE TNOE=3, TNPC=0, TINTC=0, 4END				
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,				
TNODS=0, TNPS=0, TINTS=0, 4END				
1.9098	0.0000	3.2261		
1.9098	1.2120	3.2304		
1.9098	2.1514	3.2527		
1.9098	3.1105	3.2844		
1.9098	4.0844	3.3244		
1.9098	5.0664	3.37159		
1.9098	6.0411	3.42715		
1.9098	7.0167	3.48272		
1.9098	8.0000	3.53829		
1.9098	9.0000	3.59386		
1.9098	10.0000	3.64943		
1.9098	11.0000	3.70499		
1.9098	12.0000	3.76056		
1.9098	13.0000	3.81613		
1.9098	14.0000	3.87169		
1.9098	15.0000	3.92726		
1.9098	16.0000	3.98283		
1.9098	17.0000	4.03840		
1.9098	18.0000	4.09396		
1.9098	19.0000	4.14953		
1.9098	20.0000	4.20510		
1.9098	21.0000	4.26067		
1.9098	22.0000	4.31624		
1.9098	23.0000	4.37181		
1.9098	24.0000	4.42738		
1.9098	25.0000	4.48295		
1.9098	26.0000	4.53852		
1.9098	27.0000	4.59409		
1.9098	28.0000	4.64966		
1.9098	29.0000	4.70523		
1.9098	30.0000	4.76080		
1.9098	31.0000	4.81637		
1.9098	32.0000	4.87194		
1.9098	33.0000	4.92751		
1.9098	34.0000	4.98308		
1.9098	35.0000	5.03865		
1.9098	36.0000	5.09422		
1.9098	37.0000	5.14979		
1.9098	38.0000	5.20536		
1.9098	39.0000	5.26093		
1.9098	40.0000	5.31650		
1.9098	41.0000	5.37207		
1.9098	42.0000	5.42764		
1.9098	43.0000	5.48321		
1.9098	44.0000	5.53878		
1.9098	45.0000	5.59435		
1.9098	46.0000	5.64992		
1.9098	47.0000	5.70549		
1.9098	48.0000	5.76106		
1.9098	49.0000	5.81663		
1.9098	50.0000	5.87220		
1.9098	51.0000	5.92777		
1.9098	52.0000	5.98334		
1.9098	53.0000	6.03891		
1.9098	54.0000	6.09448		
1.9098	55.0000	6.15005		
1.9098	56.0000	6.20562		
1.9098	57.0000	6.26119		
1.9098	58.0000	6.31676		
1.9098	59.0000	6.37233		
1.9098	60.0000	6.42790		
1.9098	61.0000	6.48347		
1.9098	62.0000	6.53904		
1.9098	63.0000	6.59461		
1.9098	64.0000	6.65018		
1.9098	65.0000	6.70575		
1.9098	66.0000	6.76132		
1.9098	67.0000	6.81689		
1.9098	68.0000	6.87246		
1.9098	69.0000	6.92803		
1.9098	70.0000	6.98360		
1.9098	71.0000	7.03917		
1.9098	72.0000	7.09474		
1.9098	73.0000	7.15031		
1.9098	74.0000	7.20588		
1.9098	75.0000	7.26145		
1.9098	76.0000	7.31702		
1.9098	77.0000	7.37259		
1.9098	78.0000	7.42816		
1.9098	79.0000	7.48373		
1.9098	80.0000	7.53930		
1.9098	81.0000	7.59487		
1.9098	82.0000	7.65044		
1.9098	83.0000	7.70601		
1.9098	84.0000	7.76158		
1.9098	85.0000	7.81715		
1.9098	86.0000	7.87272		
1.9098	87.0000	7.92829		
1.9098	88.0000	7.98386		
1.9098	89.0000	8.03943		
1.9098	90.0000	8.09500		
1.9098	91.0000	8.15057		
1.9098	92.0000	8.20614		
1.9098	93.0000	8.26171		
1.9098	94.0000	8.31728		
1.9098	95.0000	8.37285		
1.9098	96.0000	8.42842		
1.9098	97.0000	8.48399		
1.9098	98.0000	8.53956		
1.9098	99.0000	8.59513		
1.9098	100.0000	8.65070		
1.9098	101.0000	8.70627		
1.9098	102.0000	8.76184		
1.9098	103.0000	8.81741		
1.9098	104.0000	8.87298		
1.9098	105.0000	8.92855		
1.9098	106.0000	8.98412		
1.9098	107.0000	9.03969		
1.9098	108.0000	9.09526		
1.9098	109.0000	9.15083		
1.9098	110.0000	9.20640		
1.9098	111.0000	9.26197		
1.9098	112.0000	9.31754		
1.9098	113.0000	9.37311		
1.9098	114.0000	9.42868		
1.9098	115.0000	9.48425		
1.9098	116.0000	9.53982		
1.9098	117.0000	9.59539		
1.9098	118.0000	9.65096		
1.9098	119.0000	9.70653		
1.9098	120.0000	9.76210		
1.9098	121.0000	9.81767		
1.9098	122.0000	9.87324		
1.9098	123.0000	9.92881		
1.9098	124.0000	9.98438		
1.9098	125.0000	10.03995		
1.9098	126.0000	10.09552		
1.9098	127.0000	10.15109		
1.9098	128.0000	10.20666		
1.9098	129.0000	10.26223		
1.9098	130.0000	10.31780		
1.9098	131.0000	10.37337		
1.9098	132.0000	10.42894		
1.9098	133.0000	10.48451		
1.9098	134.0000	10.54008		
1.9098	135.0000	10.59565		
1.9098	136.0000	10.65122		
1.9098	137.0000	10.70679		
1.9098	138.0000	10.76236		
1.9098	139.0000	10.81793		
1.9098	140.0000	10.87350		
1.9098	141.0000	10.92907		
1.9098	142.0000	10.98464		
1.9098	143.0000	11.04021		
1.9098	144.0000	11.09578		
1.9098	145.0000	11.15135		
1.9098	146.0000	11.20692		
1.9098	147.0000	11.26249		
1.9098	148.0000	11.31806		
1.9098	149.0000	11.37363		
1.9098	150.0000	11.42920		
1.9098	151.0000	11.48477		
1.9098	152.0000	11.54034		
1.9098	153.0000	11.59591		
1.9098	154.0000	11.65148		
1.9098	155.0000	11.70705		
1.9098	156.0000	11.76262		
1.9098	157.0000	11.81819		
1.9098	158.0000	11.87376		
1.9098	159.0000	11.92933		
1.9098	160.0000	11.98490		
1.9098	161.0000	12.04047		
1.9098	162.0000	12.09604		
1.9098	163.0000	12.15161		
1.9098	164.0000	12.20718		
1.9098	165.0000	12.26275		
1.9098	166.0000	12.31832		
1.9098	167.0000	12.37389		
1.9098	168.0000	12.42946		
1.9098	169.0000	12.48503		
1.9098	170.0000	12.54060		
1.9098	171.0000	12.59617		
1.9098	172.0000	12.65174		
1.9098	173.0000	12.70731		
1.9098	174.0000	12.76288		
1.9098	175.0000	12.81845		
1.9098	176.0000	12.87402		
1.9098	177.0000	12.92959		
1.9098	178.0000	12.98516		
1.9098	179.0000	13.04073		
1.9098	180.0000	13.09630		
1.9098	181.0000	13.15187		
1.9098	182.0000	13.20744		
1.9098	183.0000	13.26301		
1.9098	184.0000	13.31858		
1.9098	185.0000	13.37415		
1.9098	186.0000	13.42972		
1.9098	187.0000	13.48529		
1.9098	188.0000	13.54086		
1.9098	189.0000	13.59643		
1.9098	190.0000	13.65200		
1.9098	191.0000	13.70757		
1.9098	192.0000	13.76314		
1.9098	193.0000	13.81871		
1.9098	194.0000	13.87428		
1.9098	195.0000	13.92985		
1.9098	196.0000	13.98542		
1.9098	197.0000	14.04099		
1.9098	198.0000	14.09656		
1.9098	199.0000	14.15213		
1.9098	200.0000	14.20770		
1.9098	201.0000	14.26327		
1.9098	202.0000	14.31884		
1.9098	203.0000	14.37441		
1.9098	204.0000	14.42998		
1.9098	205.0000	14.48555		
1.9098	206.0000	14.54112		
1.9098	207.0000	14.59669		
1.9098	208.0000	14.65226		
1.9098	209.0000	14.70783		
1.9098	210.0000	14.76340		
1.9098	211.0000	14.81897		
1.9098	212.0000	14.87454		
1.9098	213.0000	14.93011		
1.9098	214.0000	14.98568		
1.9098	215.0000	15.04125		
1.9098	216.0000	15.09682		
1.9098	217.0000	15.15239		
1.9098	218.0000	15.20796		
1.9098	219.0000	15.26353		
1.9098	220.0000	15.31910		
1.9098	221.0000	15.37467		
1.9098	222.0000	15.43024		
1.9098	223.0000	15.48581		
1.9098	224.0000	15.54138		
1.9098	225.0000	15.59695		
1.9098	226.0000	15.65252		
1.9098	227.0000	15.70809		
1.9098	228.0000	15.76366		
1.9098	229.0000	15.81923		
1.9098	230.0000	15.87480		
1.9098	231.0000	15.93037		
1.9098	232.0000	15.98594		
1.9098	233.0000			

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19.5106	4.3222	6.8161	
19.5106	4.3212	8.5405	
19.5106	4.3169	10.2408	
19.5106	4.2840	11.4245	
19.5106	4.1133	11.7224	
19.5106	3.3665	11.7816	
19.5106	1.7041	11.7911	
19.5106	0.0000	11.7920	
#BNODE TNODE=3, TNPC=0, TINTC=0, #END			
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODES=0, TNPS=0, TINTS=0, #END			
20.0000	0.0000	0.0000	
20.0000	1.7202	0.0007	
20.0000	3.4256	0.0081	
20.0000	4.1317	0.0673	
20.0000	4.3314	0.4135	
20.0000	4.3535	1.7754	
20.0000	4.3564	3.4956	
20.0000	4.3571	5.2158	
20.0000	4.3571	6.9360	
20.0000	4.3571	8.6562	
20.0000	4.3571	10.3763	
20.0000	4.3272	11.6828	
20.0000	4.1113	12.0088	
20.0000	1.7202	12.0742	
20.0000	0.0000	12.0750	
#BNODE TNODE=3, TNPC=0, TINTC=0, #END			
#PATCH IREV=0, IDRT=2, MAKE=0, KCOMP=1, KASS=1, IPATSYH=1, IPATCOP=0, #END			
#ROOT TRANSITION FOR STARRARD			
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODES=0, TNPS=0, TINTS=0, #END			
20.0000	1.7202	0.0007	
20.0000	3.4256	0.0081	
20.0000	4.1317	0.0673	
20.0000	4.3314	0.4135	
20.0000	4.3535	1.7754	
20.0000	4.3564	3.4956	
20.0000	4.3571	5.2158	
20.0000	4.3571	6.9360	
20.0000	4.3571	8.6562	
20.0000	4.3571	10.3763	
20.0000	4.3272	11.6828	
20.0000	4.1113	12.0088	
20.0000	1.7202	12.0742	
20.0000	0.0000	12.0750	
#BNODE TNODE=3, TNPC=0, TINTC=0, #END			
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODES=0, TNPS=0, TINTS=0, #END			
20.4440	0.0000	0.0000	
20.4440	1.7171	0.0007	
20.4440	3.4241	0.0078	
20.4440	4.2151	0.0644	
20.4440	4.3616	0.3949	
20.4440	4.3616	1.7171	
20.4440	4.3891	3.4195	
20.4440	4.3888	5.1566	
20.4440	4.3889	6.8736	
20.4440	4.3885	8.5907	
20.4440	4.3865	10.3078	
20.4440	4.3707	11.8182	
20.4440	4.2485	12.2579	
20.4440	1.5302	12.3232	
20.4440	0.0000	12.3310	
20.4440	0.0000	12.3310	
#BNODE TNODE=3, TNPC=0, TINTC=0, #END			
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODES=0, TNPS=0, TINTS=0, #END			
21.6065	0.0000	0.0000	
21.6065	1.7392	0.0007	
21.6065	3.4719	0.0076	
21.6065	4.2930	0.0637	
21.6065	4.4441	0.3949	

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10.0000	3.6428	5.8276	
10.0000	3.6400	7.3433	
10.0000	3.6087	8.4519	
10.0000	3.5110	9.9679	
10.0000	3.2695	9.1801	
10.0000	2.7005	9.2854	
10.0000	0.0000	9.2930	
10.0000	0.0000	9.2930	
#BNODE TNODE=3, TNPC=0, TINTC=0, #END			
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODES=0, TNPS=0, TINTS=0, #END			
13.0902	0.0000	0.0000	
13.0902	1.5138	0.0007	
13.0902	3.0061	0.0077	
13.0902	3.8968	0.0552	
13.0902	3.8581	1.7016	
13.0902	3.8623	2.8174	
13.0902	3.8633	4.3312	
13.0902	3.8636	5.8451	
13.0902	3.8614	7.3589	
13.0902	3.8344	8.5203	
13.0902	3.7416	9.0232	
13.0902	3.4903	9.2092	
13.0902	2.8478	9.2766	
13.0902	0.0000	9.2766	
13.0902	0.0000	9.2766	
#BNODE TNODE=3, TNPC=0, TINTC=0, #END			
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODES=0, TNPS=0, TINTS=0, #END			
15.8779	0.0000	0.0000	
15.8779	1.5558	0.0007	
15.8779	3.0611	0.0070	
15.8779	3.8651	0.0670	
15.8779	4.0270	0.2980	
15.8779	4.0569	1.2775	
15.8779	4.0614	2.8332	
15.8779	4.0624	4.3890	
15.8779	4.0627	5.9448	
15.8779	4.0612	7.5006	
15.8779	4.0415	8.8474	
15.8779	3.7129	9.4248	
15.8779	3.0056	9.6748	
15.8779	1.5548	9.6699	
15.8779	0.0000	9.6919	
#BNODE TNODE=3, TNPC=0, TINTC=0, #END			
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODES=0, TNPS=0, TINTS=0, #END			
18.0902	0.0000	0.0000	
18.0902	1.5889	0.0007	
18.0902	3.0653	0.0071	
18.0902	4.1913	0.3563	
18.0902	4.2164	1.5673	
18.0902	4.2198	3.2182	
18.0902	4.2206	4.8691	
18.0902	4.2207	6.5200	
18.0902	4.2195	8.1710	
18.0902	4.2094	9.8015	
18.0902	4.1567	10.6520	
18.0902	3.9490	10.8950	
18.0902	3.2504	10.9294	
18.0902	1.5504	10.9294	
18.0902	0.0000	10.9709	
#BNODE TNODE=3, TNPC=0, TINTC=0, #END			
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,			
TNODES=0, TNPS=0, TINTS=0, #END			
19.5106	0.0000	0.0000	
19.5106	1.7043	0.0007	
19.5106	3.3938	0.0081	
19.5106	4.1553	0.0661	
19.5106	4.2955	0.3979	
19.5106	4.3214	1.7422	
19.5106	4.3221	5.1318	

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24.6500	3.6231 0.0094
24.6500	4.3600 0.0829
24.6500	4.4804 0.5384
24.6500	4.4973 2.1449
24.6500	4.4995 3.9708
24.6500	4.5000 5.7966
24.6500	4.5000 9.6225
24.6500	4.5000 11.2742
24.6500	4.5000 13.1000
24.6500	4.5000 13.1000
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END	
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,	
TNODES=0, TNPS=0, TINTS=0, 4END	
24.8679	0.0000 0.0000
24.8679	1.7867 0.0007
24.8679	4.4804 0.5384
24.8679	4.4973 2.1449
24.8679	4.4995 3.9708
24.8679	4.5000 5.7966
24.8679	4.5000 9.6225
24.8679	4.5000 11.2742
24.8679	4.5000 13.1000
24.8679	4.5000 13.1000
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END	
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,	
TNODES=0, TNPS=0, TINTS=0, 4END	
25.5119	0.0000 0.0000
25.5119	1.7519 0.0007
25.5119	4.4973 2.1449
25.5119	4.4995 3.9708
25.5119	4.5000 5.7966
25.5119	4.5000 9.6225
25.5119	4.5000 11.2742
25.5119	4.5000 13.1000
25.5119	4.5000 13.1000
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END	
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,	
TNODES=0, TNPS=0, TINTS=0, 4END	
26.5541	0.0000 0.0000
26.5541	1.7230 0.0007
26.5541	4.4441 0.0070
26.5541	4.3050 0.0585
26.5541	4.4691 0.3614
26.5541	4.4956 1.6308
26.5541	4.4995 3.9708
26.5541	4.5000 5.7966
26.5541	4.5000 9.6225
26.5541	4.5000 11.2742
26.5541	4.5000 13.1000
26.5541	4.5000 13.1000
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END	
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,	
TNODES=0, TNPS=0, TINTS=0, 4END	
27.9487	0.0000 0.0000
27.9487	1.7867 0.0007
27.9487	4.4804 0.5384
27.9487	4.4973 2.1449
27.9487	4.4995 3.9708
27.9487	4.5000 5.7966
27.9487	4.5000 9.6225
27.9487	4.5000 11.2742
27.9487	4.5000 13.1000
27.9487	4.5000 13.1000
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END	
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,	
TNODES=0, TNPS=0, TINTS=0, 4END	
29.6349	0.0000 0.0000
29.6349	1.6863 0.0006
29.6349	3.3725 0.0063

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21.6065	4.4680 1.7196
21.6065	4.4711 3.4788
21.6065	4.4718 5.2180
21.6065	4.4719 6.9572
21.6065	4.4717 8.6964
21.6065	4.4711 10.4355
21.6065	4.4667 12.1724
21.6065	4.4667 13.9116
21.6065	4.4667 15.6508
21.6065	4.4667 17.3900
21.6065	4.4667 19.1292
21.6065	4.4667 20.8684
21.6065	4.4667 22.6076
21.6065	4.4667 24.3468
21.6065	4.4667 26.0860
21.6065	4.4667 27.8252
21.6065	4.4667 29.5644
21.6065	4.4667 31.3036
21.6065	4.4667 33.0428
21.6065	4.4667 34.7820
21.6065	4.4667 36.5212
21.6065	4.4667 38.2604
21.6065	4.4667 40.0000
21.6065	4.4667 41.7392
21.6065	4.4667 43.4784
21.6065	4.4667 45.2176
21.6065	4.4667 46.9568
21.6065	4.4667 48.6960
21.6065	4.4667 50.4352
21.6065	4.4667 52.1744
21.6065	4.4667 53.9136
21.6065	4.4667 55.6528
21.6065	4.4667 57.3920
21.6065	4.4667 59.1312
21.6065	4.4667 60.8704
21.6065	4.4667 62.6096
21.6065	4.4667 64.3488
21.6065	4.4667 66.0880
21.6065	4.4667 67.8272
21.6065	4.4667 69.5664
21.6065	4.4667 71.3056
21.6065	4.4667 73.0448
21.6065	4.4667 74.7840
21.6065	4.4667 76.5232
21.6065	4.4667 78.2624
21.6065	4.4667 80.0016
21.6065	4.4667 81.7408
21.6065	4.4667 83.4800
21.6065	4.4667 85.2192
21.6065	4.4667 86.9584
21.6065	4.4667 88.6976
21.6065	4.4667 90.4368
21.6065	4.4667 92.1760
21.6065	4.4667 93.9152
21.6065	4.4667 95.6544
21.6065	4.4667 97.3936
21.6065	4.4667 99.1328
21.6065	4.4667 100.8720
21.6065	4.4667 102.6112
21.6065	4.4667 104.3504
21.6065	4.4667 106.0896
21.6065	4.4667 107.8288
21.6065	4.4667 109.5680
21.6065	4.4667 111.3072
21.6065	4.4667 113.0464
21.6065	4.4667 114.7856
21.6065	4.4667 116.5248
21.6065	4.4667 118.2640
21.6065	4.4667 120.0032
21.6065	4.4667 121.7424
21.6065	4.4667 123.4816
21.6065	4.4667 125.2208
21.6065	4.4667 126.9600
21.6065	4.4667 128.6992
21.6065	4.4667 130.4384
21.6065	4.4667 132.1776
21.6065	4.4667 133.9168
21.6065	4.4667 135.6560
21.6065	4.4667 137.3952
21.6065	4.4667 139.1344
21.6065	4.4667 140.8736
21.6065	4.4667 142.6128
21.6065	4.4667 144.3520
21.6065	4.4667 146.0912
21.6065	4.4667 147.8304
21.6065	4.4667 149.5696
21.6065	4.4667 151.3088
21.6065	4.4667 153.0480
21.6065	4.4667 154.7872
21.6065	4.4667 156.5264
21.6065	4.4667 158.2656
21.6065	4.4667 160.0048
21.6065	4.4667 161.7440
21.6065	4.4667 163.4832
21.6065	4.4667 165.2224
21.6065	4.4667 166.9616
21.6065	4.4667 168.7008
21.6065	4.4667 170.4400
21.6065	4.4667 172.1792
21.6065	4.4667 173.9184
21.6065	4.4667 175.6576
21.6065	4.4667 177.3968
21.6065	4.4667 179.1360
21.6065	4.4667 180.8752
21.6065	4.4667 182.6144
21.6065	4.4667 184.3536
21.6065	4.4667 186.0928
21.6065	4.4667 187.8320
21.6065	4.4667 189.5712
21.6065	4.4667 191.3104
21.6065	4.4667 193.0496
21.6065	4.4667 194.7888
21.6065	4.4667 196.5280
21.6065	4.4667 198.2672
21.6065	4.4667 200.0064
21.6065	4.4667 201.7456
21.6065	4.4667 203.4848
21.6065	4.4667 205.2240
21.6065	4.4667 206.9632
21.6065	4.4667 208.7024
21.6065	4.4667 210.4416
21.6065	4.4667 212.1808
21.6065	4.4667 213.9200
21.6065	4.4667 215.6592
21.6065	4.4667 217.3984
21.6065	4.4667 219.1376
21.6065	4.4667 220.8768
21.6065	4.4667 222.6160
21.6065	4.4667 224.3552
21.6065	4.4667 226.0944
21.6065	4.4667 227.8336
21.6065	4.4667 229.5728
21.6065	4.4667 231.3120
21.6065	4.4667 233.0512
21.6065	4.4667 234.7904
21.6065	4.4667 236.5296
21.6065	4.4667 238.2688
21.6065	4.4667 240.0080
21.6065	4.4667 241.7472
21.6065	4.4667 243.4864
21.6065	4.4667 245.2256
21.6065	4.4667 246.9648
21.6065	4.4667 248.7040
21.6065	4.4667 250.4432
21.6065	4.4667 252.1824
21.6065	4.4667 253.9216
21.6065	4.4667 255.6608
21.6065	4.4667 257.4000
21.6065	4.4667 259.1392
21.6065	4.4667 260.8784
21.6065	4.4667 262.6176
21.6065	4.4667 264.3568
21.6065	4.4667 266.0960
21.6065	4.4667 267.8352
21.6065	4.4667 269.5744
21.6065	4.4667 271.3136
21.6065	4.4667 273.0528
21.6065	4.4667 274.7920
21.6065	4.4667 276.5312
21.6065	4.4667 278.2704
21.6065	4.4667 280.0096
21.6065	4.4667 281.7488
21.6065	4.4667 283.4880
21.6065	4.4667 285.2272
21.6065	4.4667 286.9664
21.6065	4.4667 288.7056
21.6065	4.4667 290.4448
21.6065	4.4667 292.1840
21.6065	4.4667 293.9232
21.6065	4.4667 295.6624
21.6065	4.4667 297.4016
21.6065	4.4667 299.1408
21.6065	4.4667 300.8800
21.6065	4.4667 302.6192
21.6065	4.4667 304.3584
21.6065	4.4667 306.0976
21.6065	4.4667 307.8368
21.6065	4.4667 309.5760
21.6065	4.4667 311.3152
21.6065	4.4667 313.0544
21.6065	4.4667 314.7936
21.6065	4.4667 316.5328
21.6065	4.4667 318.2720
21.6065	4.4667 320.0112
21.6065	4.4667 321.7504
21.6065	4.4667 323.4896
21.6065	4.4667 325.2288
21.6065	4.4667 326.9680
21.6065	4.4667 328.7072
21.6065	4.4667 330.4464
21.6065	4.4667 332.1856
21.6065	4.4667 333.9248
21.6065	4.4667 335.6640
21.6065	4.4667 337.4032
21.6065	4.4667 339.1424
21.6065	4.4667 340.8816
21.6065	4.4667 342.6208
21.6065	4.4667 344.3600
21.6065	4.4667 346.0992
21.6065	4.4667 347.8384
21.6065	4.4667 349.5776
21.6065	4.4667 351.3168
21.6065	4.4667 353.0560
21.6065	4.4667 354.7952
21.6065	4.4667 356.5344
21.6065	4.4667 358.2736
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44.3717	16.4996	11.4914			

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44.3717	5.0188	11.6352			
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37.7006	6.5553	13.1000			
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froguav.in

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TNODE=0, TNPS=0, TINTS=0, &END
96.0113 6.8666 8.0900
95.0541 6.8666 8.0657
93.9231 6.8666 8.0178
92.4702 6.8666 7.9495
90.8131 6.8666 7.8723
89.0861 6.8666 7.7991
87.4290 6.8666 7.7451
85.9762 6.8666 7.7259
84.9432 6.8666 7.7532
84.1870 6.8666 7.8224
84.1277 6.8666 8.0900
84.8452 6.8666 8.2336
84.8452 6.8666 8.3507
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31.0223 61.0000 11.5843
29.2610 61.0000 11.6799
27.7013 61.0000 11.8312
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25.4473 61.0000 12.3473
24.8515 61.0000 12.7014
24.6500 61.0000 13.1000
24.3515 61.0000 13.5448
23.9515 61.0000 14.0448
22.4113 61.0000 14.1773
27.7013 61.0000 14.1678
29.2610 61.0000 14.4289
31.0223 61.0000 14.3440
32.9081 61.0000 14.1257
34.9260 61.0000 13.8055
36.7218 61.0000 13.4217
38.4831 61.0000 13.0000
40.2238 61.0000 12.5960
41.9329 61.0000 12.2311
42.2968 61.0000 11.9351
43.8926 61.0000 11.7451
43.0941 61.0000 11.6485
&BPNODE TNODE=3, TNPC=0, TINTC=0, &END
&PATCH1 IREV=0, IDPAT=1, MAKE= 17, KCOMP= 1, KASS= 1, IPATSYM=1, &END
WING TIP _TAIL _CORD
&PATCH2 ITYP= 2, TNODES= 3, TNPS= 4, TINTS= 3, &END
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FOG_HORIZONTAIL_TAIL
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TNODE=0, TNPS=0, TINTS=0, &END
96.0266 0.0000 8.0641
94.9285 0.0000 8.0097
93.6703 0.0000 7.9337
92.0541 0.0000 7.8478
90.2106 0.0000 7.7664
88.2894 0.0000 7.7063
86.4459 0.0000 7.6850
84.8297 0.0000 7.7154
83.5715 0.0000 7.8100
82.1000 0.0000 7.9322
80.5000 0.0000 8.0900
83.5715 0.0000 8.2498
86.4459 0.0000 8.3800
88.2894 0.0000 8.4950
90.2106 0.0000 8.4737
92.0541 0.0000 8.4136
93.6703 0.0000 8.3322
94.9285 0.0000 8.2463
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95.0000 0.0000 8.0900
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&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
96.0012 0.4864 8.0900
95.7298 0.4864 8.0643
94.9374 0.4864 8.0103
93.6882 0.4864 7.9348
92.0835 0.4864 7.8455
90.2238 0.4864 7.7591
88.5158 0.4864 7.6879
84.9109 0.4864 7.7180
83.6618 0.4864 7.8021
82.1475 0.4864 7.9313
80.5775 0.4864 8.0900
82.8694 0.4864 8.2487
83.6618 0.4864 8.3779
84.9109 0.4864 8.4650
86.5158 0.4864 8.4921
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85.9855 15.7786 8.2127
86.4982 15.7786 8.3126
87.4641 15.7786 8.3776
88.7049 15.7786 8.4010
90.1201 15.7786 8.3845
91.5951 15.7786 8.3384
93.0103 15.7786 8.2100
94.5211 15.7786 8.2100
95.7171 15.7786 8.1516
96.0397 15.7786 8.1099
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TNODES=0, TNPS=0, TINTS=0, $END
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95.8442 17.9771 8.0110
95.4321 17.9771 8.0110
94.1456 17.9771 7.9151
91.1456 17.9771 7.9119
91.7880 17.9771 7.8521
90.3752 17.9771 7.8079
89.0197 17.9771 7.7921
87.8312 17.9771 7.8145
86.9060 17.9771 7.8767
86.1180 17.9771 7.9725
86.3191 17.9771 8.0900
86.3191 17.9771 8.2075
86.0352 17.9771 8.3555
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90.3752 17.9771 8.3721
91.7880 17.9771 8.3279
93.1436 17.9771 8.2681
94.5211 17.9771 8.2049
95.2573 17.9771 8.1490
96.0452 17.9771 8.0900
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#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,
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96.0488 19.3886 8.0900
95.8534 19.3886 8.0715
95.2831 19.3886 8.0326
94.3841 19.3886 7.9783
93.2291 19.3886 7.9169
91.9119 19.3886 7.8528
89.3310 19.3886 7.8006
88.0668 19.3886 7.8223
87.1678 19.3886 7.8828
86.5975 19.3886 7.9758
86.4021 19.3886 8.0900
86.5975 19.3886 8.2042
87.1678 19.3886 8.2972
88.0668 19.3886 8.3747
90.5190 19.3886 8.3642
91.9119 19.3886 8.3212
93.2291 19.3886 8.2631
94.3841 19.3886 8.2017
95.2831 19.3886 8.1474
95.8534 19.3886 8.1045
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#BNODE TNODE=3, TNPC=0, TINTC=0, $END
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95.8566 19.8750 8.0717
95.2820 19.8750 8.0332
94.4020 19.8750 7.9795
93.2586 19.8750 7.9186
91.9119 19.8750 7.8528
90.5190 19.8750 7.8186
89.2914 19.8750 7.8035
88.1480 19.8750 7.8250
87.2580 19.8750 7.8848
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87.4641 6.8666 8.4349
88.7049 6.8666 8.3809
90.1201 6.8666 8.3077
91.5951 6.8666 8.2305
93.0103 6.8666 8.1622
94.5211 6.8666 8.1133
95.7171 6.8666 8.1133
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95.7916 9.9375 8.0679
95.1102 9.9375 8.0215
94.0361 9.9375 7.9566
92.6563 9.9375 7.8832
91.0826 9.9375 7.8138
89.4424 9.9375 7.7625
87.8687 9.9375 7.7142
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84.5000 9.9375 7.0900
84.7134 9.9375 8.2264
85.4148 9.9375 8.3376
86.4889 9.9375 8.4098
87.8687 9.9375 8.4358
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91.0826 9.9375 8.3682
92.6563 9.9375 8.2794
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95.1102 9.9375 8.1585
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#BNODE TNODE=3, TNPC=0, TINTC=0, $END
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95.8117 13.0084 8.0251
94.1692 13.0084 7.9637
92.8424 13.0084 7.8942
91.3520 13.0084 7.8284
89.7987 13.0084 7.7798
88.3083 13.0084 7.7625
87.0016 13.0084 7.7871
85.9844 13.0084 7.8555
85.1391 13.0084 7.9608
84.1190 13.0084 8.0900
85.1190 13.0084 8.2192
85.9844 13.0084 8.3245
87.0016 13.0084 8.3929
88.3083 13.0084 8.4175
89.7987 13.0084 8.4002
91.3520 13.0084 8.3516
92.8424 13.0084 8.2958
94.1692 13.0084 8.2444
95.8117 13.0084 8.1549
96.0327 13.0084 8.1109
#BNODE TNODE=3, TNPC=0, TINTC=0, $END
#SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INNODE=4,
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95.8298 15.7786 8.0281
94.2512 15.7786 7.9700
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91.5951 15.7786 7.8416
90.1201 15.7786 7.7955
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86.4982 15.7786 7.8671
85.9762 15.7786 8.0900
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81.8430 -0.4583 12.5601
84.3086 -0.5507 12.5601
87.3332 -0.5331 12.5601
90.5518 -0.4339 12.5601
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98.4870 0.0463 14.9527
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92.0188 0.4182 14.9527
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82.0836 0.0000 14.9527
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98.1703 0.1243 17.7750
96.1750 0.2371 17.7750
93.7274 0.3503 17.7750
91.1226 0.4314 17.7750
88.6750 0.4456 17.7750
86.6797 0.3709 17.7750
84.9250 0.2126 17.7750
85.3773 -0.2132 17.7750
86.6797 -0.3709 17.7750
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93.7274 -0.3503 17.7750
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98.1703 -0.1243 17.7750
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&BPNODE TNODE=3, TNPC=0, TINTC=0, &END
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100.8530 0.0000 20.5973
100.4594 0.0358 20.5973
99.3222 0.1084 20.5973
97.5814 0.2068 20.5973
95.4452 0.3236 20.5973
93.1735 0.4456 20.5973
91.0381 0.3888 20.5973
89.2973 0.1236 20.5973
88.1610 0.1860 20.5973
87.7664 0.0000 20.5973
88.1610 -0.1860 20.5973
89.2973 -0.1236 20.5973
91.0381 -0.3888 20.5973
93.1735 -0.4456 20.5973
95.4452 -0.3236 20.5973
97.5814 -0.2068 20.5973
99.3222 -0.1084 20.5973
100.4594 -0.0358 20.5973
100.8530 0.0000 20.5973
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86.6934 19.8750 8.2030
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89.2914 19.8750 8.3765
90.5954 19.8750 8.3614
91.9246 19.8750 8.3182
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95.2920 19.8750 8.1468
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92.5000 0.3161 10.4000
89.2365 0.4571 10.4000
85.7622 0.5772 10.4000
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78.1031 0.2842 10.4000
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89.5783 -0.4582 10.9614
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&BPNODE TNODE=3, TNPC=0, TINTC=0, &END
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96.0420 0.1536 12.5601
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87.3332 0.5731 12.5601
84.3086 0.7107 12.5601
81.8430 0.8430 12.5601
79.6749 0.0000 12.5601
80.2136 -0.2634 12.5601
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25.8000 0.0000 46.4171
25.8000 0.0000 46.6014
25.8000 0.0000 46.7857
25.8000 0.0000 46.9699
25.8000 0.0000 47.1542
25.8000 0.0000 47.3385
25.8000 0.0000 47.5228
25.8000 0.0000 47.7071
```

```

TNODES=0, TNPS=0, TTINTS=0, &END
101.6397 0.0000 22.9899
101.6397 0.0000 22.9899
101.2940 0.0314 22.9899
100.2986 0.0950 22.9899
98.7736 0.1812 22.9899
96.9029 0.2677 22.9899
94.9121 0.3297 22.9899
93.0414 0.3406 22.9899
91.5164 0.2835 22.9899
90.5210 0.0660 22.9899
90.1755 0.0000 22.9899
90.5210 -0.1629 22.9899
91.5164 -0.2835 22.9899
93.0414 -0.3406 22.9899
94.9121 -0.3297 22.9899
96.9029 -0.2677 22.9899
98.7736 -0.1812 22.9899
100.2986 -0.0950 22.9899
101.2940 -0.0314 22.9899
101.6397 0.0000 22.9899

&BPNODE TNODES=3, TNPC=0, TTINTC=0, &END
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INNODE=4,
TNODES=0, TNPS=0, TTINTS=0, &END
102.1654 0.0000 24.5886
101.9524 0.0284 24.5886
100.5711 0.0860 24.5886
97.8764 0.2424 24.5886
96.0738 0.2986 24.5886
94.3800 0.3084 24.5886
92.9991 0.2567 24.5886
92.0978 0.1475 24.5886
91.7848 0.0000 24.5886
92.0978 -0.1475 24.5886
92.9991 -0.2567 24.5886
94.3800 -0.3084 24.5886
96.0738 -0.2986 24.5886
97.8764 -0.2424 24.5886
99.5703 -0.1641 24.5886
100.9511 -0.0860 24.5886
101.9524 -0.0284 24.5886
102.1654 0.0000 24.5886

&BPNODE TNODES=4, TNPC=0, TTINTC=0, &END
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INNODE=4,
TNODES=3, TNPS=0, TTINTS=0, &END
102.3500 0.0000 25.1500
102.0485 0.0274 25.1500
101.1802 0.0828 25.1500
99.8500 0.1580 25.1500
98.2182 0.2335 25.1500
96.4818 0.2876 25.1500
94.5390 0.2773 25.1500
92.6515 0.1421 25.1500
92.3500 0.0000 25.1500
92.6515 -0.1421 25.1500
93.5198 -0.2473 25.1500
94.8500 -0.2971 25.1500
96.4818 -0.2876 25.1500
98.2182 -0.2335 25.1500
99.8500 -0.1580 25.1500
101.1802 -0.0828 25.1500
102.0485 -0.0274 25.1500
102.3500 0.0000 25.1500

&BPNODE TNODES=3, TNPC=0, TTINTC=0, &END
&PATCH1 IRV=0, IPDAT=2, MAKE=0, KCOMP=1, KASS=1, IPATSYM=1, IPATCOP=0, &END
FOG_PYLON
&SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INNODE=4,
TNODES=0, TNPS=0, TTINTS=0, &END
25.8000 0.0000 14.3100
25.8000 0.0000 14.3516
25.8000 0.0000 14.7201
25.8000 0.0000 14.7201
25.8000 0.0000 14.9044

```

```
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
29.9113 1.5803 14.6732 0.5784 14.5484
29.9113 1.5803 14.6818 0.5784 14.5484
29.9113 1.5803 14.7940 0.5784 14.5430
29.9113 1.5803 14.9260 0.5784 15.1403
29.9113 1.5803 15.0580 0.5784 15.3377
29.9113 1.5803 15.1900 0.5784 15.5350
29.9113 1.5803 15.3220 0.5784 15.7323
29.9113 1.5803 15.4540 0.5784 15.9296
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
36.5637 0.1462 13.9270 0.1609 13.8781
36.5637 0.1462 14.0041 0.1609 13.8781
36.5637 0.1462 14.2235 0.1609 14.1173
36.5637 0.1462 14.4428 0.1609 14.3565
36.5637 0.1462 14.6622 0.1609 14.5957
36.5637 0.1462 14.8815 0.1609 14.8349
36.5637 0.1462 15.1009 0.1609 15.0741
36.5637 0.1462 15.3203 0.1609 15.3134
36.5637 0.1462 15.5396 0.1609 15.5526
36.5637 0.1462 15.7590 0.1609 15.7918
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
37.1856 0.1609 13.7623 0.1609 13.8781
37.1856 0.1609 13.8781 0.1609 14.1173
37.1856 0.1609 14.1173 0.1609 14.3565
37.1856 0.1609 14.3565 0.1609 14.5957
37.1856 0.1609 14.5957 0.1609 14.8349
37.1856 0.1609 15.0741 0.1609 15.3134
37.1856 0.1609 15.5526 0.1609 15.7918
37.1856 0.1609 16.0310 0.1609 16.0310
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
37.5700 0.0413 13.6845 0.0413 13.6845
37.5700 0.0413 13.6845 0.0413 13.6845
37.5700 0.0413 14.0480 0.0413 14.0480
37.5700 0.0413 14.3025 0.0413 14.3025
37.5700 0.0413 14.5562 0.0413 14.5562
37.5700 0.0413 14.8099 0.0413 14.8099
37.5700 0.0413 15.0636 0.0413 15.0636
37.5700 0.0413 15.3173 0.0413 15.3173
37.5700 0.0413 15.5710 0.0413 15.5710
37.5700 0.0413 15.8247 0.0413 15.8247
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
37.7000 0.0000 13.6500 0.0000 13.6500
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4PATCH TRV=0.0, IDPAT=2, HAKE=0, KCOMP=1, KASS=1, IPATSYM=1, IPATCOP=0, &END
4EQI ENGINE POD
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
16.5000 0.0000 20.4000 16.5000 0.0000 20.4000
16.5000 0.0000 20.4000 16.5000 0.0000 20.4000
16.5000 0.0000 20.4000 16.5000 0.0000 20.4000
16.5000 0.0000 20.4000 16.5000 0.0000 20.4000
```

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4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
29.9113 1.5803 14.6732 0.5784 14.5484
29.9113 1.5803 14.6818 0.5784 14.5484
29.9113 1.5803 14.7940 0.5784 14.5430
29.9113 1.5803 14.9260 0.5784 15.1403
29.9113 1.5803 15.0580 0.5784 15.3377
29.9113 1.5803 15.1900 0.5784 15.5350
29.9113 1.5803 15.3220 0.5784 15.7323
29.9113 1.5803 15.4540 0.5784 15.9296
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
31.1281 1.4826 14.6416 0.5784 14.5484
31.1281 1.4826 14.6504 0.5784 14.5484
31.1281 1.4826 14.6592 0.5784 14.5430
31.1281 1.4826 14.6680 0.5784 15.1403
31.1281 1.4826 15.0351 0.5784 15.3377
31.1281 1.4826 15.1694 0.5784 15.5350
31.1281 1.4826 15.3036 0.5784 15.7323
31.1281 1.4826 15.4379 0.5784 15.9296
31.1281 1.4826 15.5721 0.5784 16.1270
31.1281 1.4826 15.7063 0.5784 16.3243
31.1281 1.4826 15.8406 0.5784 16.5216
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
32.3719 1.3110 14.5598 0.5784 14.5484
32.3719 1.3110 14.7023 0.5784 14.5484
32.3719 1.3110 14.8450 0.5784 14.5430
32.3719 1.3110 14.9877 0.5784 15.1403
32.3719 1.3110 15.1304 0.5784 15.3377
32.3719 1.3110 15.2731 0.5784 15.5350
32.3719 1.3110 15.4158 0.5784 15.7323
32.3719 1.3110 15.5585 0.5784 15.9296
32.3719 1.3110 15.7012 0.5784 16.1270
32.3719 1.3110 15.8439 0.5784 16.3243
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
33.5886 1.0866 14.4337 0.5784 14.5484
33.5886 1.0866 14.4757 0.5784 14.5484
33.5886 1.0866 14.5177 0.5784 14.5430
33.5886 1.0866 14.5597 0.5784 15.1403
33.5886 1.0866 15.0754 0.5784 15.3377
33.5886 1.0866 15.2124 0.5784 15.5350
33.5886 1.0866 15.3494 0.5784 15.7323
33.5886 1.0866 15.4864 0.5784 15.9296
33.5886 1.0866 15.6234 0.5784 16.1270
33.5886 1.0866 15.7604 0.5784 16.3243
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
34.7250 0.8137 14.3074 0.5784 14.5484
34.7250 0.8137 14.3074 0.5784 14.5484
34.7250 0.8137 14.3074 0.5784 14.5430
34.7250 0.8137 14.3074 0.5784 15.1403
34.7250 0.8137 14.4831 0.5784 15.3377
34.7250 0.8137 14.6589 0.5784 15.5350
34.7250 0.8137 14.8347 0.5784 15.7323
34.7250 0.8137 15.0105 0.5784 15.9296
34.7250 0.8137 15.1863 0.5784 16.1270
34.7250 0.8137 15.3621 0.5784 16.3243
34.7250 0.8137 15.5379 0.5784 16.5216
34.7250 0.8137 15.7137 0.5784 16.7189
34.7250 0.8137 15.8895 0.5784 16.9162
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
35.7313 0.5784 14.0992 16.5000 0.0000 20.4000
35.7313 0.5784 14.1537 16.5000 0.0000 20.4000
35.7313 0.5784 14.3510 16.5000 0.0000 20.4000
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23.1250 0.0000 22.1945
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
23.1250 0.0000 16.0481
25.5555 0.0000 16.0679
25.5555 2.0188 16.1668
25.5555 2.2226 16.4703
25.5555 2.2870 17.3089
25.5555 2.2999 18.9446
25.5555 2.2912 20.6132
25.5555 2.2372 21.8039
25.5555 2.2372 21.8039
25.5555 1.4305 21.9057
25.5555 0.0000 21.9240
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
28.3650 0.0000 15.8494
28.3650 1.4144 15.8682
28.3650 2.0199 15.9622
28.3650 2.2870 17.0611
28.3650 2.2875 17.0611
28.3650 2.3000 18.6632
28.3650 2.2900 20.2862
28.3650 2.2287 21.1215
28.3650 2.0240 21.4109
28.3650 1.4190 21.4999
28.3650 0.0000 21.5175
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
31.1350 0.0000 15.7474
31.1350 1.3961 15.7637
31.1350 2.0103 15.8456
31.1350 2.2203 16.1006
31.1350 2.2865 16.8111
31.1350 2.2888 18.2944
31.1350 2.2888 18.2944
31.1350 2.2242 20.5497
31.1350 2.0130 20.8000
31.1350 1.3979 20.8773
31.1350 0.0000 20.8925
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
33.8445 0.0000 15.8093
33.8445 1.3961 15.8256
33.8445 1.9840 15.8864
33.8445 2.2152 16.0907
33.8445 2.2852 16.6649
33.8445 2.3000 17.9747
33.8445 2.2868 19.3038
33.8445 2.2166 19.8875
33.8445 1.9942 20.0845
33.8445 1.3961 20.1575
33.8445 0.0000 20.1575
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
36.3750 0.0000 15.9892
36.3750 1.3053 15.9975
36.3750 1.9691 16.0428
36.3750 2.2860 16.1903
36.3750 2.2860 16.1903
36.3750 2.3000 17.6647
36.3750 2.2844 18.7297
36.3750 2.2062 19.1542
36.3750 1.9627 19.2941
36.3750 1.2912 19.3366
36.3750 0.0000 19.3443
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
38.6160 0.0000 16.2188
38.6160 1.1972 16.2181

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16.5000 0.0000 20.4000
16.5000 0.0000 20.4000
16.5000 0.0000 20.4000
16.5000 0.0000 20.4000
16.5000 0.0000 20.4000
16.5000 0.0000 20.4000
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
16.7895 0.0000 19.7036
16.7895 0.0000 19.7036
16.7895 0.4300 19.8181
16.7895 0.4300 19.8181
16.7895 0.4300 19.8692
16.7895 0.5342 20.1491
16.7895 0.5642 20.3542
16.7895 0.5363 20.5590
16.7895 0.4556 20.7374
16.7895 0.3349 20.8747
16.7895 0.1800 20.9661
16.7895 0.0000 20.9935
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
17.6455 0.0000 18.9621
17.6455 0.4134 19.0316
17.6455 0.7696 19.2229
17.6455 1.0398 19.5042
17.6455 1.2193 19.7957
17.6455 1.2193 19.7957
17.6455 1.1966 20.7183
17.6455 1.0093 21.1240
17.6455 0.7418 21.4169
17.6455 0.3972 21.6150
17.6455 0.0000 21.6870
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
19.0305 0.0000 17.7180
19.0305 0.7979 17.7180
19.0305 1.3113 17.9554
19.0305 1.6163 18.3439
19.0305 1.7872 18.9932
19.0305 1.8434 19.9738
19.0305 1.7865 20.8477
19.0305 1.5906 21.4633
19.0305 1.2554 21.8603
19.0305 0.7554 21.8603
19.0305 0.0000 22.1718
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
20.8840 0.0000 16.8347
20.8840 1.3052 16.9570
20.8840 1.8746 16.9602
20.8840 2.1525 18.0117
20.8840 2.1689 19.5462
20.8840 2.1572 21.0957
20.8840 2.0882 21.8715
20.8840 1.8780 22.1653
20.8840 1.3111 22.2650
20.8840 0.0000 22.2869
4BPNODE TNODE=3, TNPC=0, TINTC=0, &END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, ALF=0.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, &END
23.1250 0.0000 16.1511
23.1250 1.4033 16.1708
23.1250 2.0127 16.4691
23.1250 2.2204 16.7715
23.1250 2.2022 17.5999
23.1250 2.2022 17.5999
23.1250 2.2915 19.2276
23.1250 2.2915 19.2276
23.1250 2.0307 22.0844
23.1250 1.4246 22.1765

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[illegible]

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38.6160      1.9280      16.2456
38.6160      2.1972      16.3400
38.6160      2.2813      16.6192
38.6160      2.3097      16.6200
38.6160      2.3807      16.1311
38.6160      2.1868      18.4163
38.6160      1.9293      18.5068
38.6160      1.2029      18.5335
38.6160      0.0000      18.5378
$BPNODE THODE=3, TNPC=0, TINTC=0, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, $END
$NODES-0, TNPS=0.0, TINTS=0.0, $END
40.4695      0.0641      16.4404
40.4695      1.8541      16.4540
40.4695      1.8638      15.4540
40.4695      2.1814      16.5048
40.4695      2.2786      16.6646
40.4695      2.3000      17.1216
40.4695      2.2796      17.6011
40.4695      2.1790      17.7620
40.4695      1.8677      17.8079
40.4695      0.0640      17.8217
40.4695      0.0640      17.8247
$BPNODE THODE=3, TNPC=0, TINTC=0, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, $END
$NODES-0, TNPS=0.0, TINTS=0.0, $END
41.8545      0.0000      16.6286
41.8545      0.8776      16.6291
41.8545      1.7102      16.6332
41.8545      2.2582      16.7211
41.8545      2.2846      16.7211
41.8545      2.2846      16.9507
41.8545      2.2559      17.1850
41.8545      2.1229      17.2486
41.8545      1.7061      17.2659
41.8545      0.8776      17.2699
41.8545      0.0000      17.2703
$BPNODE THODE=3, TNPC=0, TINTC=0, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, $END
$NODES-0, TNPS=0.0, TINTS=0.0, $END
42.7105      0.0000      16.7544
42.7105      0.6609      16.7566
42.7105      1.2924      16.7619
42.7105      1.7606      16.7743
42.7105      2.0332      16.7974
42.7105      2.1274      16.8434
42.7105      2.0340      16.8795
42.7105      1.7674      16.9014
42.7105      0.3047      16.9115
42.7105      0.6000      16.9187
42.7105      0.0000      16.9198
$BPNODE THODE=3, TNPC=0, TINTC=0, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, $END
$NODES-1, TNPS=0.0, TINTS=0.0, $END
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
43.0000      0.0000      16.8000
$BPNODE THODE=3, TNPC=0, TINTC=0, $END
44.PATCH IREV=0, IDPATN=2, MAKE=0, KCOMP=1, VASS=1, IPATSYM=1, IPTACOP=0, $END
$SECT1 STX=0.0, STY=0.0, STZ=0.0, CLOSED ENDS
$NODES-0, TNPS=0.0, TINTS=0.0, $END
53.5000      0.0000      9.3750
53.5000      0.0000      9.3750
53.5000      0.0000      9.3750

```

[illegible]

```

63.9927 0.0000 10.2500
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0,
TNODE=0, TNPS=0, TINTS=0, 4END
71.0000 0.0000 8.5000
71.0000 0.2785 8.5455
71.0000 0.5195 8.6711
71.0000 0.7046 8.8564
71.0000 0.8296 9.0971
71.0000 0.8750 9.3739
71.0000 0.8290 9.6548
71.0000 0.7031 9.8956
71.0000 0.5175 10.0804
71.0000 0.2766 10.2051
71.0000 0.0000 10.2500
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
78.1073 0.0000 8.5000
78.1073 0.2785 8.5455
78.1073 0.5195 8.6711
78.1073 0.7046 8.8564
78.1073 0.8296 9.0971
78.1073 0.8750 9.3739
78.1073 0.8290 9.6548
78.1073 0.7031 9.8956
78.1073 0.5175 10.0804
78.1073 0.2766 10.2051
78.1073 0.0000 10.2500
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
82.0241 0.0000 8.5000
82.0243 0.2785 8.5455
82.0243 0.5195 8.6711
82.0243 0.7046 8.8564
82.0243 0.8296 9.0971
82.0243 0.8750 9.3739
82.0243 0.8290 9.6548
82.0243 0.7031 9.8956
82.0243 0.5175 10.0804
82.0243 0.2766 10.2051
82.0243 0.0000 10.2500
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
84.8898 0.0000 8.5000
84.8898 0.2785 8.5455
84.8898 0.5195 8.6711
84.8898 0.7046 8.8564
84.8898 0.8296 9.0971
84.8898 0.8750 9.3739
84.8898 0.8290 9.6548
84.8898 0.7031 9.8956
84.8898 0.5175 10.0804
84.8898 0.2766 10.2051
84.8898 0.0000 10.2500
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
86.8998 0.0000 8.5000
86.8998 0.2785 8.5455
86.8998 0.5195 8.6711
86.8998 0.7046 8.8564
86.8998 0.8296 9.0971
86.8998 0.8750 9.3739
86.8998 0.8290 9.6548
86.8998 0.7031 9.8956
86.8998 0.5175 10.0804
86.8998 0.2766 10.2051
86.8998 0.0000 10.2500
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END
88.5002 0.0000 8.5176
88.5002 0.2785 8.5627
88.5002 0.5195 8.6883
88.5002 0.7046 8.8736
88.5002 0.8296 9.1143
88.5002 0.8750 9.3950
88.5002 0.8290 9.6758
88.5002 0.7031 9.9064
88.5002 0.5175 10.0912
88.5002 0.2766 10.2158
88.5002 0.0000 10.2604
4BPNODE TNODE=3, TNPC=0, TINTC=0, 4END
4SECT1 STX=0.0, STY=0.0, STZ=0.0, SCALE=1.0, THETA=0.0, INMODE=4,
TNODE=0, TNPS=0, TINTS=0, 4END

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